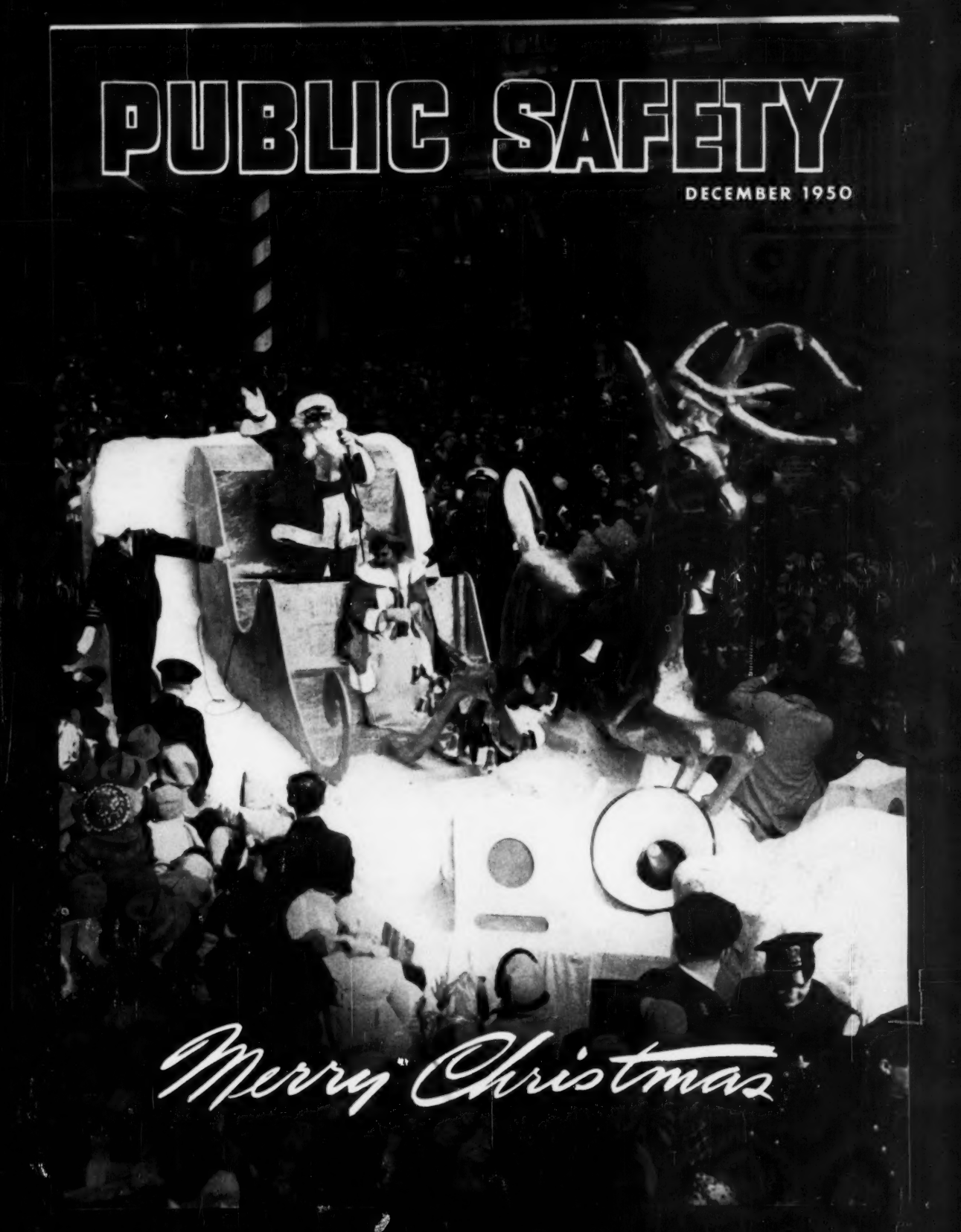
PUBLIC SAFETY

DECEMBER 1950



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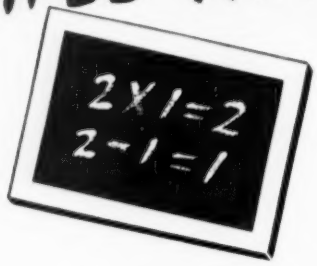

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WICHITA, KANSAS

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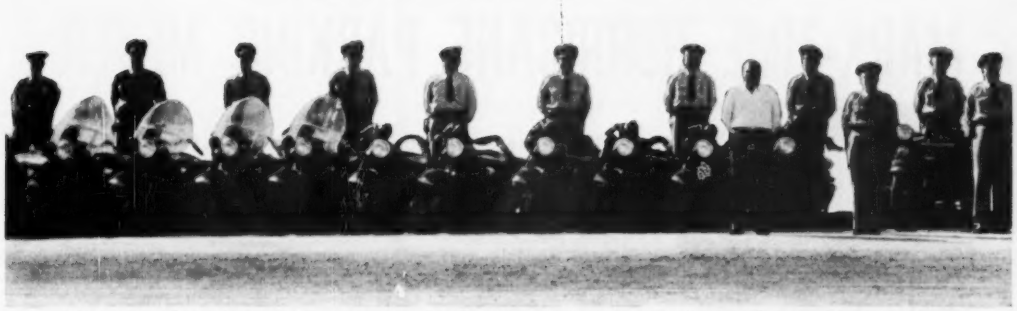
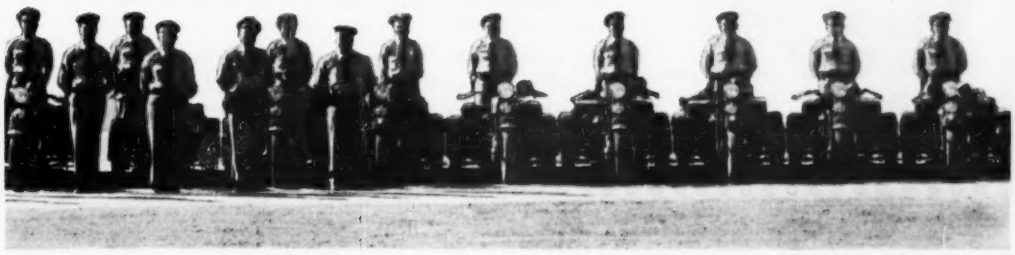


Wichita, Kansas, Traffic Squadron. Left to Right: John Windsor, Warren Huffine, Kenneth Carkin, Kenneth Briggs, Thomas Woodman, Edwin Force, James Hill, Warren Heinkel, Harley-Davidson dealer, Francis Pecenka, Capt. F. R. Gunsaullus, Jess Leland, Lt. B. R. Clark.



Left to Right: Wayne Thompson, Sgt. B. L. Gragg, David Laird, Sgt. F. B. Hannon, Jr., Sgt. D. W. Selby, Clayton Smith, Sgt. Edward Million, George MohrBacher, George Elson, Ransom Jones, John McGregor, William Burrow, Benjamin Owen.

HIGH TRIBUTE to the effectiveness of Wichita's traffic control program came recently when October standings were announced in the accident poll conducted by the National Safety Council. Among 52 cities of 100,000 to 200,000 population, Wichita, Kansas, took first honors with the lowest accident rate for the period reported. And again, motorcycles played a prominent role in protecting the public . . . with 21 Harley-Davidsons used exclusively by the Wichita Police Department. In hundreds of other cities, dependable Harley-Davidson Police Motorcycles are similarly demonstrating their value in accident prevention and law enforcement. Why not learn more about the benefits your city can obtain from the use of Harley-Davidson Police Motorcycles, Servi-Cars and Sidecars? Phone your dealer and ask him to call, or write

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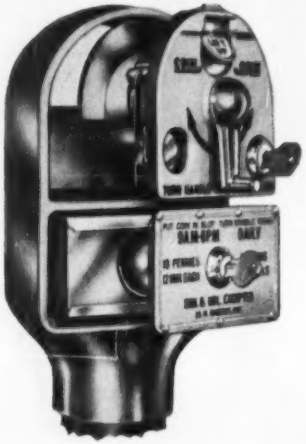

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PUBLIC SAFETY

DECEMBER, 1950

VOLUME 38, NUMBER 6

. . . BETWEEN STOPS . . .

SANTA rates top priority at this season of the year, and so it's no accident when he pops up with rosy cheeks and pack aback on the covet of PUBLIC SAFETY for December.

It might be well to mention the fact that the tinkling bells and pounding hooves of Santa's reindeer tangled foot traffic up but good along Chicago's famed State Street shopping district. The police and traffic engineering divisions concerned were ready for the old gentleman with the long white whiskers, however, and routed motor vehicle traffic along other streets while Mr. Claus held sway, and Christmas carols filled the air.

We are indebted to the State Street Council for this excellent view of Santa. It's pretty hard to get a photograph of the spirit of Christmas, since it's something that just doesn't show up on film. We like to think however, that it's more than a state of mind. To our way of thinking it was best phrased by Lowell, when he said, "Now the heart is so full that a drop overfills it. We are happy now, because God wills it." Maybe Lowell was talking about spring, but we insist it was a springtime of the heart—the kind that men of good will know come Christmastime.

And so—in that spirit—may your editor and the entire staff of the National Safety Council wish all of you — a very merry Christmas and a happy and most prosperous New Year.

* * *

A visitor from the big town, visiting a little village in the hills, had made himself obnoxious in his quest for information about every subject under the sun — from the town's elevation above sea level to the village politics and the bank clearances. He turned to the inn keeper he had been haranguing and asked yet another question. "What is the death rate in this town?" To which the bored native replied wearily, "About one to a person, I reckon."

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REG. U. S. PAT. OFF.

Freak Squeaks of '50

by Paul Jones

SO YOU think flying saucers are fantastic? Then just take a look at what the National Safety Council has dug up this year in its annual search for odd accidents!

Monkeys that drive cars into people . . . boats that crash into autos on dry land . . . collar buttons that send collar buttoners to the hospital . . . fish that are run over by autos while swimming . . . fallen angels that bust their bones.

Still think flying saucers rate the No. 1 goofspot? Read on!

You may have suspected that some accidents are caused by monkey business. But it remained for Alice, a trained chimpanzee, to clinch it. Riding her motor scooter before an enthusiastic crowd at the St. Louis zoo, Alice became so giddy with applause that she zipped off the stage in a showy exit, ran down Trainer William Rogers and banged him up, but good.

It is relatively seldom that boats and automobiles run into each other. But it happened at Maysville, Ind., when an uninhibited motor boat leaped out of the White River and crashed into a car parked 20 feet in on dry land. Result: one dented hull, one dented fender and one red face—the latter on Mr. Emmett Holsapple, who explained that he had neglected to close the throttle as his boat neared shore.

If autos can be struck by boats on land, why can't fish be run over by autos while swimming? They can—and were in 1950. J. V. Short was driving along the flooded street in front of his home in Toledo, Ohio, when he struck and killed two fish that had migrated from a pond in his yard when high water caused it to overflow.

No man who has ever struggled into a dress shirt will be too surprised at what happened to John H. Bradford, of Richmond, Va. As director of the state budget, Mr. Bradford has pulled out of some mighty tight squeezes—but none as tight as the collar he tried to button one night in dolling himself up for an important party. Director Bradford fought so fiercely that he had to go to the hospital for emergency treatment of severe finger bruises inflicted by the collar button. He switched to sport shirts.

Cary Wilmer, Jr., of Atlanta, Ga., hopes for the best in the hereafter, of course. But he also hopes that he makes out better as a real angel than he did on his pilot run. Playing an angel in an amateur theatrical, Mr. Wilmer came down to earth with a bang when the cable supporting him above the stage snapped as he floated in mid-air.

And in Glendale, Calif., ex-City Manager Charles C. McCall has applied for state compensation with the claim that he swiveled so vigorously in his swivel chair that he hurt his back. (You lugs who don't rate swivel chairs—wipe off that smile!)

Every mother, doctor, policeman and fireman knows that any small boy has an irresistible urge to stick his head into places it doesn't belong. Cases in point:

Mickey Holloway, of Birmingham, Ala., was as pleased as any two-year-old boy would be at his fascinating ability to make faces at his older sister. The faces were even more satisfactory, Mickey discovered, when they were framed between the bars of the bannister in his home. You guessed it. His head got caught between the bars. Firemen pried him loose. Even his sister felt sorry for him—a little.

But the boy who emerged head and shoulders above any other head-sticker-into of 1950 was young Philip Burrows. Phil also was only two years old, but he had the advantage of living in Hollywood, Calif., where they do things more spectacularly. So Phil chose to steal headline honors by getting his head stuck in, of all things, a toilet seat. Even the firemen, accustomed to this type of crisis, were impressed as they went to work with a saw to dethrone him. They succeeded, and everything is hoity toity now.

It is a well known sociological fact that a kiss in a car has upset many a driver and many a car. But the unusual thing about the loving smack

that smoocher Garrit Van Drie of Belding, Mich., bestowed on a fair driver to cause a wreck was the fact that the recipient was his mother, and that Garrit was only three.

At Toulouse, France, a gust of wind shook eight-year-old Louis Henry out of his seat in a ski lift directly over an 800-foot chasm. His skis became entangled in the wires of the lift and held the boy suspended over the chasm until the lift was reversed to a point where he could be released.

To avoid that tired and rundown feeling, four-year-old Brian O'Connor of Woodlawn, Md., suggests hurrying out to lunch. That's what he did when his mother called him to his noonday meal. Seconds later a six-foot, 1500-pound tire — fugitive from a road scraper—crashed through the wall of the room Brian had just left and demolished the spot where he had stood.

It is no uncommon thing during a parade to see a man waving a flag.

But even in these topsy-turvy days it is somewhat startling to see a flagpole waving a man. Yet that's what happened during a Fourth of July parade in Springfield, Mass. Henry Lefeave, watching the parade from a third-story window, leaned out too far, lost his balance, plummeted toward the ground, grabbed the top of a flagpole jutting from the window. Old Glory dipped in deference to Henry's weight, but he managed to hold on until he was pulled through a second-story window.

Roadhogs undoubtedly have caused many a traffic accident, but seldom so literally as in Coal Valley, Ill., where a horse ridden by Karen Dahm tripped over a pig waddling complacently down the center of the road. The horse fell on Karen, who suffered from shock. So did the pig.

Every year, at least one field mouse leaves the field to get in an automobile and cause an accident. This year the roving rodent hitched a ride in a car driven by Francis Jetty of St. Louis. It was discovered by Mrs. Jetty, who just did what came naturally. Her startled husband drove off the road and banged into a hydrant. Mrs. Jetty went to the doctor. The car went to the garage. The field mouse went back to the field.

It's getting so it isn't even news any more when a dog shoots a man. But the thing that folks couldn't get over when John Schlittler's dog shot him in the arm at Graham, Tex., was that it looked like the pooch did it deliberately. The trigger-happy hound sidled over to John's gun, sniffed it, glanced contemplatively at his master, then raised his paw and pulled the trigger.

Less painful but even more embarrassing was the experience of Policeman Donald Otto of Detroit. As the young patrolman was strolling with his girl friend on his night off, his service pistol let go and shot off the seat of his pants.

The last thing in the world nine-year-old Theron Longley of Bow, N. H., expected as he wound up for a hot cadenza on his trumpet was that he would blow out four teeth. But that's what he did! Inhaling prodigiously for a final triumphant blast to a stirring march, Trumpeter Theron swallowed a denture he had been wearing since an automobile accident two years before.

A big league baseball pitcher expects to take his bumps out on the mound now and then. But Hurler Jack Bruner of the Chicago White Sox was knocked out while sitting on the bench! Bruner was perched on one end of a bench in the bull pen of Yankee Stadium and Pitcher Randy Gumpert was sitting on the other end. Gumpert jumped up to watch an exciting play. The bench tilted, and Bruner landed on the ground so hard he bruised the elbow of his pitching arm and was out of action for days.

And Vitamin T. Smith, a burly halfback for the professional Los Angeles Rams, was knocked out of the game for 10 days by an injury incurred not on the gridiron, but as he was walking to the football field for a practice session. Smith's cleats skidded on the sidewalk and he fell against the top of a jagged iron post. It took 12 stitches to shut up the wound in his arm, and more than stitches to shut up his teammates with their wisecracks.

When Kenneth Wayne Christopher was taken to the hospital in St. Joseph, Mo., for injuries sustained when his vehicle crashed into a fixed object, doctors weren't able to get a word out of him. One reason was that he was only nine months old. His accident occurred when the stroller in which he was riding coasted across the floor, smacked into a chair.

When officials of the Motor Vehicle Bureau suggested to Motorist Carrie Miller of Newark, Ohio, that she drop in and get her driver's license, she took them literally. Her car went out of control in front of the bureau's office, crashed through the door and injured two bureau employees. Driver test postponed!

In January the towboat Franklin D. Roosevelt rammed and damaged a pier on a railroad bridge over the Illinois River near Pekin, Ill. In September another towboat struck the same pier and finished the job of demolishing it. The name of the boat? The Harry S. Truman!

And in Yankton, S. D., Farm Reporter George B. German of radio station WNAX, enthusiastically supporting National Farm Safety Week, decided to make transcribed interviews on the danger of falls in the farmyard. Arriving at a farm in a driving rain, the safety crusader leaped from his car, slipped in the mud, fell and broke his ankle. The interview on falls rang with realism.

Flying saucers, roll back to your cupboard. Things are screwy enough as they are!

TRAFFIC ENGINEERING IN SMALLER CITIES

By Robert S. Holmes
Executive Secretary, Institute of Traffic Engineers

MUCH has been written[1] in the past few years concerning traffic engineering activities in cities of 50,000 population and over. The Institute of Traffic Engineers, in cooperation with official and non-official organizations has been devoting its primary effort in this regard toward standardization of laws[2] and ordinances, functional organization, duties and responsibilities of traffic engineering departments, and qualifications of the city traffic engineer. While much progress has been made, considerable effort must yet be expended in order to correlate and evaluate these important factors of "big city" traffic engineering activities.*

Traffic Engineering in the Larger Cities

Earlier this year a confidential questionnaire was mailed from Institute headquarters to the traffic engineers of 65 selected cities of 50,000 population and over. The questions were phrased to determine: (1) the position of the traffic engineering department in the city government; (2) salary ranges for the key traffic engineering personnel; (3) types of authorizations under which city traffic engineers are now functioning; (4) organizational structure in relation to other governmental units; and (5) availability of civil service examinations for city traffic engineering positions. The 59 cities (90 per cent) responding provided excellent factual results and geographical coverage as they represented 32 states and the District of Columbia.

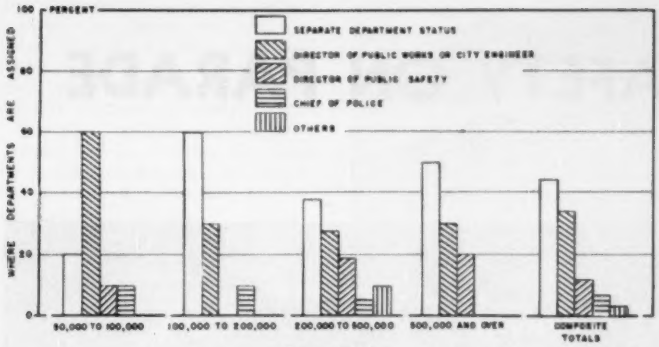
Information on salaries will be retained at Institute headquarters as confidential matter, but is available to interested city officials and traffic engineers upon request. The principal value of this information is its use as a guide in establishing new traffic engineering departments, and in the reorganization of existing departments. The information dealing with ordinances, organization charts, and civil service examinations will be turned over to the ITE Committee on Traffic Engineering Administration for screening and development of uniform standards. The information relating to the position of the traffic engineering department in the city government has been analyzed and tabulated on Plate No. 1.

Of the 59 cities reporting, 26, or 44 per cent, have separate department status, reporting direct to the mayor or city manager. In 20 cities, or 34 per cent, the traffic engineering department is assigned to the director of public works or city engineer. Seven, or 12 per cent, place it under the director of public safety, and 4, or 7 per cent, are assigned to the chief of police. Of the two cities with other assignments, one reports to a Traffic Commission and one to the Department of Improvements and Parks. It is encouraging to note that the predominant and desirable trend (78 per cent) is to-

*Footnotes on page 36.

Abstract of an address delivered by the author before the Traffic Section, 38th National Safety Congress, October 18, 1950, at Chicago. It is being published simultaneously in the December issue of *Traffic Engineering*, official publication of the Institute of Traffic Engineers.

Angle parking is the big headache smaller cities confront when they attempt to straighten out their traffic tangles. The switch from angle to parallel parking calls for more than just an engineer's snap decision. Public relations are important.



(Population)
Position of Traffic Engineering Department
in
City Government

ward separate department status (44 per cent) and assignment to the director of public works or city engineer (34 per cent).

The Smaller Cities

Let us now turn to the problem of traffic engineering in smaller cities. The recommended action program of the 1949 report of the Committee on Engineering, The President's Highway Safety Conference states, in part, as follows:

> "8. In specific recognition of the need for better staffing of official agencies concerned with highway-engineering problems, it is recommended that there be established: . . .
>
> d. In cities having less than 50,000 population, an engineer—preferably the director of the department of public works, the city engineer, or some members of his staff — with qualifications and experience necessary to perform the functions of traffic engineer."

Apparently no attempt was made to define the lower limits of the term "less than 50,000 population." It is safe to assume that this limit should be at the 10,000 population level. It is at this point that the Municipal Year Book[1] discontinues its roster of Public Works Director or City Engineer.

The traffic engineering profession has generally accepted the 50,000 population level as the line of demarcation between full-time and part-time traffic engineering services for cities. The trend in development of traffic engineering departments over a period of time has confirmed this arbitrary deduction. There are but few exceptions. Perhaps the level should be pushed downward to 45,000 or 40,000. The continued increase in motor traffic, availability of funds, and public demand will largely determine future needs in cities of less than 50,000 population.

In order to obtain a fairly accurate appraisal of traffic engineering activity in smaller cities, a request for information was recently mailed to the 200 cities in the 25,000 to 50,000 population group, based on preliminary 1950 census figures. A special letter with accompanying questionnaire (shown on page 36) was directed to the mayors and city managers. The questionnaire was designed so that it could be answered in five or ten minutes time. Replies were received from 65 cities, or 32.5 per cent of those contacted. While this rate of return was low, a wide geographic distribution was obtained since 30 states were represented (Should it be assumed that a majority of the remaining 135 cities' officials failed to reply because of lack of interest, knowledge, or recognition of the traffic problem?).

Cities with Traffic Engineers

The first two questions were phrased to determine if there was a traffic engineer in the city and, if so, to which municipal department was he assigned. Of the 65 cities reporting, 19, or 29 per cent, stated they employed a traffic engineer, and 46, or 71 per cent, returned a negative answer. Of the 19 cities reporting a traffic engineer, 3, or 4.5 per cent, indicated that he functioned as a separate department; 13, or 20 per cent showed assignment to the Engineering Department; and 3 were allocated to the Police Department.

Further analysis revealed that only 3 cities actually hired a full-time traffic engineer. Strangely enough, these 3 cities identified themselves as belonging in the 35,000 to 40,000 population group. The 13 cities reporting assignment to the Engineering Department indicated that the city engineer was also "doubling in brass" as traffic engineer. The situation was similar for the 3 cities showing assignment to the Police Department.

Lane lines, cross walks and parking stalls get a new coat of paint. Traffic engineering plays a vital role in the life of any city.

Why No Traffic Engineer?

The third question related to the 46 cities (71 per cent) indicating no city traffic engineer in their employ. The city officials were asked to give the principal reason for not employing a traffic engineer. The results are tabulated in the table below.

WHY NO TRAFFIC ENGINEER?

Replies	No. of Cities	Per Cent
Insufficient Work (Other city employees can handle)	20	43%
Not Warranted (City too small to justify traffic engineer	15	33%
Financially Unable	6	13%
No Answer	5	11%
	46	100%

It will be noted that a majority of the cities replying did not feel there was sufficient work to keep a full-time traffic engineer busy, but that such work could be easily handled by other city employees. Another group reasoned that the city was too small to justify a traffic engineer. Only six cities stated they were financially unable to employ a traffic engineer, leaving it to one's imagination to determine if this was the *only* obstacle that presented itself. The remaining five cities gave no reasons for not having a traffic engineer.

To Page 36

SAFETY ON PARADE

The colorful band from Wichita High School North led by a heap big chief and some pretty baton-slinging princesses swaggers down past the reviewing stand during the Kansas city's third annual Safety Day parade.

Official car for dignitaries during the Wichita celebration was this 1915 model car which had never been in an accident. From left, perched on the back seat, are: Governor Frank Carlson of Kansas, Earl Campbell of the National Safety Council, and John Levand of the *Wichita Beacon*, co-sponsor of the Safety Holiday. Center: Wichita Police Chief George Shepherd and Charles E. Schaefer of the Kansas State Highway Safety Section. In front: Police Safety Director Floyd Hannon and H. L. Patterson.

ALL the world loves a parade! And the world of safety is no exception to this time-honored saw, as witness these scenes from across the nation where they paid big dividends.

Houston, Texas; Indianapolis, Indiana; and Wichita, Kansas, put safety on parade and drew reams of publicity, crowds of enthusiastic spectators, and enthusiastic backing for year-round programs to give balance to all the ballyhoo for accident prevention.

It didn't just happen, however. Somebody had to do lots of groundwork.

In Wichita, Kansas, the third annual Safety Day parade was a project of the *Wichita Beacon* and the Police Department. Close to 100,000 persons watched the mammoth, rolling pageant of safety as it paraded through the city. The marching units, blaring bands and colorful floats marked a new high for this annual top safety event in the Kansas metropolis.

Dignitaries thronged the reviewing stand, where the then Governor Frank Carlson (now U. S. Senator-Elect) and Earl F. Campbell, of the National Safety Council, watched the marchers.

Police Safety Director Floyd B. Hannon, who was in charge of organizing and directing the huge parade; Police Chief George Shepherd; City Manager Monty Jones; and, Col. Hugh Edwards, superintendent of the Kansas State Highway Patrol, were jubilant over the success of the enterprise.

The Safety Holiday and parade originated in September, 1948, after an editorial appeared in the *Wichita Beacon* in which Max Levand, president of the Beacon Publishing Company, urged a national holiday from

death program and spurred his fellow townsmen to initiate the idea. It caught on and the nation since has noted an increase in promotion for safety in which the parade and holiday idea have been accented.

Everything was hotsy-totsy in Hoosierland, Sunday, October 1, when the Indianapolis Safety Council staged their dramatic fire prevention show at the Indiana Fairgrounds.

The Safety Council's Fire Prevention Committee, with William H. Meckling at the helm, staged the demonstration which drew 8,000 to watch the antics of fire fighters and to hear and see Sky King, star of the Western radio serials.

Captain T. E. Peters, fire chief of Delco-Remy Division, General Motors Corporation, Anderson, Ind.; and Charles L. Fleetwood, of Grain Dealers National Mutual Fire Insurance Company, Indianapolis, Ind., put on a demonstration during which they turned potential home fire hazards into actual fires.

Indianapolis firemen fought a real fire and extinguished it in 30 seconds. They also simulated revival of a fire victim, demonstrated their new high pressure engine (designed by Fire Chief Roscoe A. McKinney), and wound up the festivities with a hilarious water ball contest between two dripping teams of fireos.

Houston opened its South Texas Youth Safety Conference with a giant Safety Parade that drew approximately 50,000 people to the downtown area of the city and opened the Conference with a bang. Fourteen high school and junior high bands interspersed with participating organizational units from Houston and the 14 counties in its metropolitan area, and 33 floats depicting as many different safety themes made a colorful spectacle. The parade was sponsored by the Houston Junior Chamber of Commerce.

An enthusiastic crowd packed the Indiana State Fair Grounds at Indianapolis to view the Fire Prevention Show put on in cooperation with the Indianapolis Safety Council. Inset: Sky King, famed radio cowboy, stole the hearts of the juvenile section with a prompt and enthusiastic appearance at the festivities.

The Conference itself was sponsored by the Texas Safety Association and the Houston Chamber of Commerce in cooperation with eight co-sponsors. Co-sponsors included: the Texas Education Agency, Texas Department of Public Safety, Texas Highway Department, the American Society of Safety Engineers, the Houston Parent Teachers Association, the Houston Civic Clubs, the Houston Independent School Districts, and the Houston Junior Chamber of Commerce. The Conference was held in the San Jacinto High School Auditorium.

Captain J. O. Musick, general manager of the Texas Safety Association; W. Stewart Boyle, general conference chairman; and officials of the Houston Chamber of Commerce formed a harmonious team in working out details of the program, but the JayCees had the "sock portion of the show," since all the world loves a parade and Houston proved no exception.

Important contributions to the Conference were made by Mayor Pro-Tem Tom Needham, of Houston; Harry York, vice president, Houston Chamber of Commerce; Col. Homer Garrison, Jr., director of the Texas Department of Public Safety; Mrs. Olin Rogers, Houston School Board; Dr. P. H. Norwood, Southwest Texas State College, and A. Ross Rommel, Humble Oil & Refining Co.

Child safety float follows parading bandsmen down Houston main street. Everybody loves a parade and Texan townsmen proved no different than Hoosiers or Kansans. This float asks drivers: "Can You Stop?"

The human touch called for a mixmaster as the United Gas float rolled down the line of march. Master of the safety mix combined the ingredients of control, courtesy and caution to mix that ounce of prevention.

DRIVER EDUCATION PAYS OFF!

By Rudolph F. King

Registrar of Motor Vehicles, Commonwealth of Massachusetts

The author (above) has been president of the Eastern Conference of Motor Vehicle Administrators, 1948-49; executive director of the President's Highway Safety Conference, 1949-50; and prior to his service as Massachusetts' Registrar of Motor Vehicles, legislator (1937-42), and Speaker of the House (1943-44) of the Massachusetts Legislature.

DRIVER Education pays big dividends in lives saved and accidents prevented!

Proof of this statement is best given in preliminary data measuring the accident record of the trained against untrained motor vehicle operators. And—while these are figures based on but one year's experience—they show that drivers in the untrained group have nine times as many reported violations as those who have had classroom instruction, and more than 10 times as many as those who had the complete program—classroom instruction plus behind-the-wheel training.

These figures were not just pulled out of a hat; they represent the first findings of a 10-year research study by the Registry of Motor Vehicles of Massachusetts in co-operation with the Association of Casualty and Surety Companies to determine the results of Driver Education.

Fifteen hundred students representing every section of the Commonwealth were selected. They were divided into three groups of 500 each. The first group had no Driver Education instruction whatsoever; the second had classroom instruction only; the third group had both classroom instruction and behind-the-wheel training. The findings given are based on the experience of these three groups.

These figures show a wide discrepancy which will undoubtedly decrease with the passing of time, but there is no question but that trained drivers will have far fewer violations and accidents than untrained ones.

Today, young Massachusetts drivers, 16 and 17 years of age, are among the safest drivers in the Commonwealth. This is a far cry from the record of 1941, when operators in this age group were involved in 1,204 personal injury accidents. The change in the record is due mainly to Driver Education plus the impact of the Action Program on all Massachusetts vehicle operators,

When I assumed the office of Registrar of Motor Vehicles in 1944, the situation, so far as these young people were concerned, was more alarming than in 1941. True, wartime restrictions had curtailed driving, but a large backlog of young people without licenses to drive had been built up.

In analyzing accident reports which were placed before me for action, I noticed that accidents stemmed from one or more of three basic causes—lack of knowledge, poor driving attitudes and, in a very limited number of cases, lack of skill.

Imparting knowledge and developing attitudes and skills are most certainly educational functions, but Driver Education instruction, which had been introduced into the public high schools in Massachusetts in 1939, had not caught on either with school administrators or students.

It has made great strides since 1944, however. In that year, 48 high schools offered classroom instruction in Driver Education; none had driver training cars. Today, 237 public high schools offer classroom instruction and 105 of these schools have dual control cars. During the school year ending June 30, 1950, 41,314 high school students completed classroom instruction and 6,809 of these students received behind-the-wheel training.

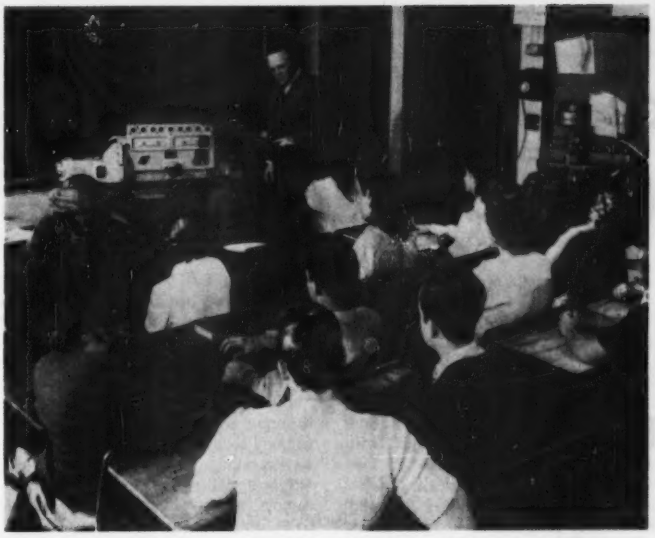
And several parochial high schools and academies in the Archdiocese of Boston—through the efforts of Monsignor Sherlock, superintendent of parochial schools, who is a member of my Advisory Committee on Driver Education, and his assistant, Father O'Leary, will soon add Driver Education to their curricula.

Our success in providing Driver Education programs in Massachusetts is based on cooperation. A fine spirit of mutual helpfulness exists between the official state agencies, the State Department of Education, headed by Commissioner John J. Desmond, Jr., the Registry of Motor Vehicles, local police departments and insurance companies which have contributed much worthwhile material and teaching aids. Safety councils and automobile clubs have done their share in cooperating to make our program a success. The Rotary Clubs, the Grange and the Parent Teacher groups have given the program that final filip that spells the difference between failure and success in such civic-educational enterprises.

In the postwar era, William A. Plunkett became executive vice president and business manager of the

Massachusetts State Automobile Dealers Association. Together, we worked out a plan for providing high schools with dual control cars. The plan, which was sponsored by the Association, provides:

1. A school which is eligible for a car applies to a local dealer, who is a member of the Association, for a car which the dealer sells to the school department for $1 and which he buys back at the end of the school year for $1.
2. The school takes a conditional title to the car and registers it in the name of the municipality. The school department bears all the cost of operating expenses, provides complete insurance coverage and equips the car with dual controls.
3. A school to be eligible for a car under the plan must have a classroom course in Driver Education. The school must have a trained teacher and only those students who maintain a passing grade in classroom instruction will be given "behind-the-wheel" training.
4. The dealer is permitted to have his name appear on the car under the name of the school department.



Classroom instruction plays a vital role in acquainting students with the functions of different parts of today's car. Rules of the road, driving situations, reactions, etc., all come under the student's purview.

Our program is no cure-all for our traffic ills. We know that traffic control and accident prevention programs must envision balanced programs calling for engineering, enforcement and education. Our effort is to add to the balanced educational program without which public education can be meaningless.

The role of Driver Education in the overall program is that of imparting adequate knowledge about driving problems, thereby inculcating sound driving attitudes in the minds of our young drivers and — finally — by developing their driving skills. Knowledge, plus attitudes of courtesy, of respect for the rights of others, plus the application of that knowledge and these attitudes in specific driving situations results in fewer cars damaged, less human suffering and fewer deaths from highway traffic accidents.

Nothing is quite so effective as behind-the-wheel instruction and experience to round out the program of Driver Education. Massachusetts dealers have worked out an effective program in cooperation with state officials charged with the program.

The promotion and administration of Driver Education by legislative enactment in Massachusetts is under the joint supervision of the Registry of Motor Vehicles and the State Department of Education. The actual work of administering the program is carried on by members of the Registry staff. An advisory committee of educators assist the Registrar on educational problems of a technical nature.

Driver Education programs to be successful must have the active support of the motor vehicle authorities for several reasons, the more important of which are these three:

1. The power to license automobile drivers in most states is vested in the motor vehicle departments.
2. The personnel of these departments are trained to act as advisers and consultants on traffic accident problems and many of them are active in promoting accident prevention programs.
3. The high school boys and girls of today live in a motorized age. As they near the minimum driving legal age it is of the utmost importance that a cordial relationship (which will endure for their lifetime) be built up between them and the staffs of the motor vehicle

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a CHALLENGE to the motor transportation industry

By Paul H. Blaisdell

Executive Director, National Committee for Traffic Safety

IN our quest for safe streets and highways, no approach which will influence public opinion can be disregarded. If we were dealing with only the problems of machines and the orderly progress of accepted rules and regulations, we might discount human frailties. Our highway safety problem today is almost entirely chargeable to a human quotient which we have given scant attention. It is a problem based on individual attitude.

In other fields of endeavor, when we want to influence public opinion, we unleash all the sales devices for which America is famous. We can market anything from beer to bicarbonate, from flytraps to feeps, *provided* we have sufficient promotion to create public demand.

Intangibles are sold by the same methods as tangible commodities. When we sway masses of people, we convince individuals. When we "sell" an individual, we send him out as our disciple—as our salesman in groups of people. Public opinion gains in a geometric ratio—it snowballs, becomes larger until a concept prevails. Once established, once accepted by the people, the concept is a part of our social custom and usage.

Thus have we gained our sense of fair play, the ease with which we side with the "underdog," our concern for the welfare of the unfortunate, our distaste for the "chiseler," the liar and the cheat. All these things and many more have become completely interwoven in a pattern which we call the American way of life.

We believe we have developed justice, equity and equal opportunity into the most workable and satisfactory organized society in the whole history of civilization. The safe use of our streets and highways *should* have become a part of this pattern, but we are still far short of that goal. Why? What can *you* do about it? Why is it your problem? Why have we failed to throw our tested sales techniques into the traffic safety struggle?

In asking these questions, I admit the personal conviction that a satisfactory solution to highway safety is as important to the transportation industry as the right to operate free from unreasonable regulation or excessive taxation. The bus, truck or taxicab field is built on many factors of which safety is but one. It may provide an outstanding service at the most reasonable rate at the most opportune time, but unless it receives a generous portion of public good will, the business rests on a weak foundation.

In any industry which must prove that it is "fit, willing and able to perform a service for the public convenience and necessity" there is no room for public antagonism. One certain way of holding favorable public opinion is through an outstanding safety record. Equally to be expected is the loss of public favor if you are known for the frequency of accidents resulting in personal injury or even property damage. Right at this point a paradox appears in your relationship to highway safety. That same public which shows everything from apathy to procrastination, from lethargy to utter unconcern regarding its own performance as highway users expects both the management and the operator of a commercial vehicle to attain a near-spotless level of perfection.

So, when we look at your record, your job and your future in terms of public reaction and public relations, I hope to be able to convince you that what is done for highway safety in the commercial vehicle industries has a very direct and a very important bearing on the solution of our whole traffic safety problem.

No one, statistician or layman, can fail to be impressed with the highway safety record of commercial vehicle operators. It takes no manipulation of the slide rule and no journey into the intricacies of differential calculus to understand the safety problem of the truck, bus or taxicab in terms of exposure. Even this year, with the alarming rise in traffic fatalities and injuries, those in which a commercial vehicle is involved are disproportionately low. For this record you deserve the highest commendation—a praise which I hesitate to give because public accolades for safety performance have an unfortunate way of boomeranging—in such a manner that the hero of a few moments ago suddenly finds himself kicked squarely in the teeth.

The public feels that the usual alibis for failure to prevent a traffic accident are a black mark against the commercial vehicle. Right or wrong, it's easy for the "little man"—for the occasional driver—to say: "My brakes didn't hold," or, "I didn't know the steering knuckle was loose." Right or wrong, the public feels that through your knowledge and skill and through the facilities available to you in programs of preventive maintenance in your companies, there is *no* justification for you to offer such excuses.

Moreover, the public has been fairly well sold—they've heard the story again and again—that the commercial

Digest of an address by the author before the Commercial Vehicle Section at the 38th National Safety Congress, Chicago.

vehicle driver is the "gentleman of the highways." His is the safest record of all classes of drivers. His is the unfailing courtesy to the motorist in trouble. As a consequence, the public expects you to take not just the ordinary precautions, but all the extra steps to maintain your high standard and your fine record.

Anyone operating a vehicle on our streets and highways who holds such a degree of public confidence has a grave, personal responsibility. He has no choice as to whether he is willing to accept that responsibility. It is thrust upon him by public acclaim, and his stewardship of that trust affects every other driver and every other pedestrian.

May I point out that the public relations future of the industries which operate commercial vehicles is shared equally by owners and drivers. No one escapes the public eye in the fundamental of driver performance. The act of one man behind the wheel of a commercial vehicle can ultimately do more to make or break public good will than all the other promotional projects you can attempt.

The commercial vehicle driver who crowds passenger cars off the road, who cuts in, blasts the horn and races the motor at the stop sign or stop light may be damned as an individual by the outraged motorist or pedestrian. That reaction is momentary and fleeting. He also builds enmity for the whole business of highway transportation by bus, truck and taxicab. That reaction is sinister and of longer duration. Who knows how many proposals for unreasonable regulatory legislation have crystallized as the result of a thoughtless, discourteous act on the highway by one or two individuals? During 1951, legislatures will be in session in 44 states. The lawmakers will receive their usual grist of bills designed to throttle motor vehicle highway transportation. Oh, you say, crazy stuff like that won't pass. But it *can* pass if the people are sufficiently angered!

Says a noted national magazine: "Never underestimate the power of a woman!" May I suggest that you never underestimate the power of the people to make public laws and regulations follow the dictates of public opinion. When people are sufficiently "burned" to demand legal action, their desires and motives are ruled by emotion rather than careful judgment or common sense. An entire industry may suffer as a consequence of such pressures. The annals of public relations are filled with cases where an industry has avoided a lengthy and costly battle against discriminatory legislation by winning favorable public opinion. Sometimes an industry must search for a single point at which harmony with the public can be a real and tangible asset. Transportation's point of good will is ready-made—its safety record.

When the whole commercial vehicle industry can attain a maturity which will enable it to police itself, it will have closed the last gap in its contribution to safe highway transportation. Your performance will then have its strongest impact on public appreciation of the highway transport problem.

Next, what about the responsibilities of owners—of management? In my admittedly biased thinking I see accident prevention as the most important cog in your public relations program. For this possibility, if for no other reason, you cannot afford to be satisfied with your present attainments. I find three distinct challenges to your ingenuity and to your salesmanship as safety technicians.

The *first* is that of expanded training and the application of that training throughout your organizations. It's not too difficult to sell management on participation in a program of Fleet Supervisor training. The real job is to establish the value to be obtained from carrying out the teachings of the Fleet Supervisor course in even the smallest units of your industry.

We are rapidly enlisting a vast army of competent fleet supervisors—of Captains, Majors and Colonels in the corps of "Safety Know How." We have not done as well with the enlistment of the infantry privates who have the real job to do on the public firing line. If we have failed, temporarily, it is not for lack of vision and strategy on the part of the middle-ranking officers, it is largely because the Generals have not provided the materiel or the ordnance with which we can become an effective force.

I honestly believe that my greatest personal thrill in traffic safety came when it was my privilege to address the third Labor-Management Traffic Safety Conference in Pittsburgh a little over a year ago. More than 1,500 driver-supervisor-management representatives of the commercial vehicle industry met on the common ground of safe operation. At a dinner prior to the meeting I received a half-hearted apology for the fact that the program was a mixture of "Stop the Music," "Dr. I.Q." and Billy Minsky's Burlesque. My assignment was the serious gospel of highway safety in 12 minutes. No apology was necessary. If give-away shows, cheesecake and 12-silver dollars will sell Old Golds and Mar's Bars, why won't they sell safety on streets and highways? We need dozens, yes, hundreds more of such meetings. Sure, there was a lot of malarky in the 90 minutes of the program, but it sold a lot of safety at the same time.

The challenge is one of education. Management should never lose sight of the fact that every commercial vehicle driver is a potential ambassador of good will. If a driver sees and understands the future of commercial highway transportation in the economic life of this nation, he is doing himself, his family and his employer an injustice unless he *always* does his best to preserve the right of his industry to perform a service for the public good.

The *second* challenge is directed at those who have a position of any administrative responsibility in any aspect of commercial vehicle operation. It is a simple question. What have *you* done to interest others in such meetings as the safety Congress—in such activities as the labor-management Conference—in full-scale participation in the safety program of your community or your state? All the literature in the world is not as effective as 15 minutes of your time in personal contact with the safety skeptics—even though they may be your competitors.

The *third* challenge goes out to those of you who are in charge of the safety program of your company or your association. To a large degree, management has entrusted to you the future respect of the public for your industry. This is no mean assignment. Of course it's not all smooth sailing. In too many cases, before you can apply your safety knowledge, you must convince the management above you that it must be willing to put money into the safety job if it expects to take anything worthwhile back out. This is no more than a major premise for all business. It does not vary because the safety result has no column in the monthly balance sheet. The necessity for constant surveillance on the safety front is not altered by the good record of one year, or by a reduction in the number of claims filed against your insurance company.

The extent to which you meet these challenges will have a very profound

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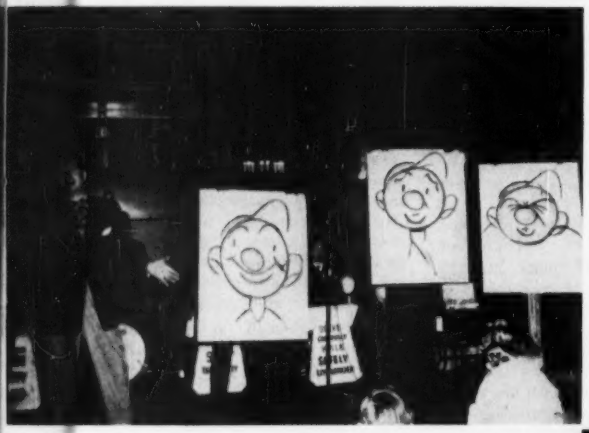
SHOWMANSHIP FOR SAFETY



HOKUM in large chunks was the *piece de resistance* of the traffic safety talent show which wound up activities of the NSC's Traffic Section at the 38th National Safety Congress.

But hokum, "corn," or by whatever name you want to give showmanship and safety combined, the program presented in the jampacked Florentine Room of the Congress Hotel was certainly proof that hokum holds 'em. For the audience stayed in their seats for almost three hours, giving vent to sympathetic jeers, gasps of

Walt Ditzen brings some of the characters of his cartoon strip, "Fan Fare," to life with deft strokes in his chalk talk on the subject of cartooning for safety. A long-time friend of safety, Walt is remembered as a staff artist with the Council and for the little round men who glamorized many a safety poster or leaflet.

G. E. Brunson, of Ottawa, Ontario, Canada, shows Congress audience how Knee-Hi teaches safety. Trained canine was a good performer and had the audience cheering animal antics. Ozzie, the clown cop, is seated in the wings. Dick Bennett is at right in doorway.

astonishment at some feat of legerdemain or musical hocus-pocus, and appreciative applause as each act closed its number.

The swing band of the Cincinnati Police Department was the hit of the show. Led by Patrolman William Seurkamp, the musical organization proved to be "solid senders" who had the audience humming, whistling and beating time to their rhythmic melodies. Patrolman Seurkamp offered some vocal solos and "sold" his songs in a pleasing manner, and the band put on some novelty numbers as *entre acts*, including a hillbilly number in bare feet that was a "dilly."

Master of ceremonies of the show was Ray A. Menzel, manager, Loss Prevention Department, Hardware Mutual Casualty Company, Stevens Point, Wis. Roy is chairman of the Automotive Committee of the National Association of Automotive Mutual Insurance Companies.

Sgt. Floyd B. Hannon, of the Wichita, Kansas, Police Department, mingled sorcery with safety in his wizardry. His sleight of hand was roundly applauded.

Walt Ditzen, creator of the newspaper comic strip "Fan Fare," and formerly of the National Safety Council staff, did a chalk talk that kept his audience on the edge of their chairs as he led them through a parade of his cartoon characters to a finish that accented the safety theme of the show.

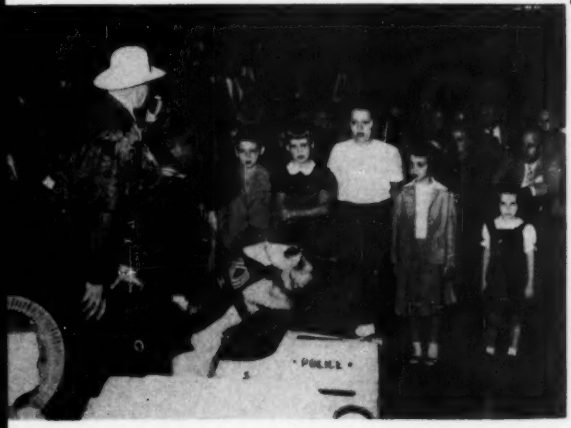
Austin C. Trull, Waupaca, Wis., as "Ozzie, the clown cop," presented the monologue he uses to enchant the small fry in his hometown.

And Knee-Hi, the dog that teaches safety, ambled his way through a routine that had the audience cheering his canine antics. His master, Dr. G. E. Brunson, of Ottawa, Ontario, Canada, put Knee-Hi through all the intricacies of their show, assisted by seven school-age children.

Arrangements for the program were made by Emerson Westwick, field representative of the Association of Casualty and Surety Companies; Richard O. Bennett, traffic safety consultant, Accident and Fire Prevention Division, National Association of Automotive Mutual Insurance Companies; and David M. Baldwin, director of the Traffic and Transportation Division, National Safety Council.

Gimmicks had glamor when Wichita's Sgt. Floyd Hannon gave out with his artistry. It's pretty hard to outwizard a hall full of police, but the Kansas sergeant had them counting their fingers to see if they were all there, after one of his "now you see it, now you don't" routines.

Patrolman William Seurkamp leads the Cincinnati Police Department's swing band on a rollicking comedy number. Catchy cadences had the audience giving out too, as soloists played all around some of the popular airs.



Stageside view of the audience when Knee-Hi ran through canine repertoire of safety tricks. The youngsters thronged about the dog are part of the act, serving as volunteers. The audience didn't even favor the cameraman with a sidelong glance so intent were they on performance.

WHAT ABOUT WINTERIZED TIRES?

By Ross G. Wilcox

Traffic Engineer, National Safety Council and Secretary, NSC Committee on Winter Driving Hazards

SOME unusual things have been happening to vehicle tires in the last few years—all in the interests of making them better and safer.

They have been impregnated with salt, sawdust, peanut shells, steel chips, steel wool and steel coils. They have been pierced, cut and lacerated.

The aim of all this tampering with tire treads, carried on by perfectly sane tire engineers, has been to provide greater traction under adverse road conditions, especially winter snow and ice. In general, these tires have been referred to as "winterized."

What does this mean safety-wise?

The Committee on Winter Driving Hazards of the National Safety Council, which for many years has conducted actual tests of winter driving techniques and equipment, was requested to find out. Its report has just been released.

Twenty-two different tire designs were tested in 1,800 individual runs on snow and ice surfaces during a two-week research program last January at Pine Lake, near Clintonville, Wis. The tests measured tractive effort, and cornering ability (resistance to side skids on turns).

The specialized tires tested were of three general types: (1), those which gain additional gripping edges by the use of "break-out" material—salt, sawdust, peanut shells—or by piercing, cutting or lacerating; (2), those with hard material imbedded in the rubber—steel chips, steel wool or steel coils—intended to bite into the surface; and, (3), those with deep treads, studs or lugs principally designed for mud and snow, some of which were combined with the tread cutting treatment.

In all tests, control tires of conventional design, both of natural rubber and cold synthetic rubber, were used. The performance of these conventional tires was considered to be the standard or base line for comparison with the specialized tires.

A summary of conclusions follows:

1. The performance of several specialized tires was definitely better than conventional tires under certain conditions. However, their over-all improvement was not great enough to warrant less care or the elimination of tire chains for severe snow and ice conditions. For example, the best specialized tire stopped on glare ice from a speed of 20 miles an hour in an average of 138 feet. The normal stopping distance on dry concrete is about 20 feet.

2. Progress has been made toward producing safer tires for winter driving, and it is hoped that the tests will stimulate their further development. Of the 22 test tires, 10 showed an overall improvement of 10 per cent or better over conventional tires, two were inferior to conventional tires, and the remaining 10 showed some small improvement for most conditions.

3. On ice the improvement of the specialized tires was most marked at temperatures near freezing. For example, at 20 degrees one test tire stopped in 174 feet while the control tire required 209 feet—a 17 per cent advantage. However, at zero the difference for the same tires was only one foot in stopping distance, or less than 1 per cent.

4. Of the winterized group, those tires having lacerated treads showed up the best, with an average improvement of about 20 per cent over conventional natural rubber tires for all tests on all surfaces. Tires of this type showed a stopping improvement of about 15 per cent, about 40 per cent in tractive effort, and an 8 per cent advantage in cornering speed.

5. Winterized tires of the type containing materials imbedded in the tread averaged about 5 per cent better performance than conventional tires, with apparently greater advantage on ice than on snow.

6. Mud-snow tires showed an average improvement of 20 to 30 per cent on loosely-packed snow and rough ice. As might be expected, they were of little or no benefit on glare ice. However, one tire of this group, characterized by a shallow stud on a rib base,

More than 20 cooperating organizations pooled their technical skills to find out some of the answers to the question asked in our title.

In photo below on opposite page, tractive effort test is being made to determine drawbar pull. The lead car is at the right—holdback car is towed.

showed improvement of 10 to 18 per cent in stopping on glare ice, 28 per cent on loosely-packed snow, 40 per cent in traction ability on glare ice, 71 per cent on loosely-packed snow and 6 per cent in cornering on glare ice.

7. Some of the tires combined the tread cutting treatment with the mud-snow lug, and these showed an average improvement of about 25 per cent for all conditions.

8. Except for certain unusual surface conditions, such as loosely-packed snow on a rough ice base, reinforced-type tire chains were far superior to the best of the tires, improving the performance of the conventional tire by an average of 46 per cent in stopping ability and 475 per cent in traction ability.

9. Natural rubber was from 10 to 50 per cent superior to cold synthetic in the stopping and traction tests on snow and ice, although cold synthetic topped natural rubber by about 7 per cent in cornering speed on ice.

Test tires were used on the rear wheels only, since that is normal usage. Vehicles were standard passenger cars.

All stopping distance tests were made from a speed of 20 m.p.h., using a trailing fifth wheel speedometer-odometer, the recorder being actuated at the instant of brake application. All tests were made with locked brakes. Tractive effort was measured as the drawbar pull on a dynamometer attached to a "hold back" car. Cornering ability was measured by the maximum speed attained on a glare ice circle of 200-foot radius.

The tests were undertaken with the cooperation of many tire companies to clear up confusion arising from the variety of such new tires and the conflicting claims made for some of them. A number of state motor vehicle departments had queried the National Safety Council on the merits of the tires, as compared with tire chains.

The program was under the general direction of Prof. Ralph A. Moyer, of the Institute of Transportation and Traffic Engineering, University of California, who is chairman of the Winter Driving Hazards Committee. Project engineer at Pine Lake was T. J. Carmichael, administrative engineer of the General Motors Proving Ground. The author was project director.

The General Motors Proving Ground and the Goodyear Tire and Rubber Co. assisted in planning the project and furnished test vehicles, instrumentation and personnel. The Four Wheel Drive Auto Co. was host at Clintonville and provided valuable equipment and other facilities.

Other cooperating organizations were Armour and Co., Armstrong Rubber Co., Atlantic Refining Co., B. F. Goodrich Co., Chrysler Corp., General Tire and Rubber Co., Lee Rubber and Tire Corp., Marbon Corp., Motor Wheel Corp., Safety Tire and Rubber Co., Safe Winter Driving League, The Chain Institute, U. S. Bureau of Public Roads, U. S. Rubber Co., University of Wisconsin, Webster Rubber Co., and Wisconsin Motor Vehicle Dept.

DON'T LET DEATH TAKE YOUR HOLIDAY!

First 1950 Tombstone Order
A. HOLIDAY DRIVER
HE DIDN'T SEE THE TURN OF THE HALF-CENTURY, BECAUSE
HE DIDN'T SEE THE TURN
Vaughn Shoemaker in the Chicago Daily News

Winner of the 1949 Grand Award in the contest.

NED H. DEARBORN, president of the National Safety Council, doesn't write to Santa Claus any more, but he is fervently hoping for two extra gifts. These are extra caution on the part of the public and extra effort on the part of everyone concerned with safety.

"These two extra gifts are needed in our Christmas stocking," he said, "if America is to have a happy and safe Christmas. Traffic deaths for the first nine months of the year are up 11 per cent, and the traffic death toll for 1950 is virtually certain to reach 35,000. That would be the highest since 1941 and the only year since 1946 to show an increase.

"The spirit of Christmas emphasizes the sacredness of life, but the tragic death from needless accidents, striking so many homes in America during this season, make a hollow mockery of Christmas joy and festivity."

This year the Council is stepping up its annual Christmas safety educational campaign to help create public acceptance of law enforcement, and it has the cooperation of 161 national organizations. Special emphasis will be placed on traffic accidents.

The slogan for the campaign is "Don't Let Death Take Your Holiday," and it is being featured in all public information outlets.

One highlight of the campaign was a half-hour "Green Cross Parade of Stars" broadcast over the Mutual Broadcasting System on November 24. Robert Young, popular radio and movie star, was master of ceremonies. Phil Harris, Gloria DeHaven, Dell Sharbutt, and Frank DeVol and his orchestra appeared on the broadcast.

The nationwide Christmas Cartoon Project again will be conducted by the Council. The National Safety Council's Public Interest Award will be made to the newspaper that produces and publishes an original cartoon best typifying the spirit of the campaign. The Council's Award of Merit and $300 in cash will go to the artist creating this cartoon.

Judges for the cartoon project will be Robert U. Brown, editor of *Editor & Publisher;* John Denson, managing editor of *Collier's;* Robert Fuoss, managing editor of *The Saturday Evening Post;* T. S. Matthews, editor of *Time,* and Chet Shaw, executive director of *Newsweek.*

Heavier travel this year is expected to add to the usual hazards of the Christmas and New Year's holidays. Service men and women will be coming home on holiday leaves. Some families will travel to military camps to spend the holidays with those who cannot come home.

If everyone will use a little extra caution during the holiday rush—just enough to be careful when driving on the highway or crossing streets and in recreational and home activities—everyone will be assured of a much happier Christmas and New Year's.

GREEN CROSS News

by TOM A. BURKE

A PAMPHLET entitled "Why a Safety Council?" explaining the need for the Greater Atlanta Safety Council was published recently for the use of speakers addressing various organizations in the area. The Atlanta Council plans an active speaking campaign to be carried on during the winter months through its Speakers' Division to acquaint the people of the area with the work and objectives of the safety council.

Managers on NSC Board

The three safety council representatives on the National Safety Council Board of Directors for the ensuing year are J. James Ashton, manager of the Delaware Safety Council, Wilmington; Walter D. Ladd, manager St. Joseph Safety Council, St. Joseph, Mo.; and R. Brandon Marshall, managing director Denver Chapter NSC. Kenneth B. Colman, Seattle business leader, was re-elected chairman of the Conference of Local Safety Organizations, and Dr. B. L. Corbett of Milwaukee was re-elected vice chairman. The three council representatives on the Board were originally chosen by vote of the Conference and were recommended to Board membership by the NSC nominating committee.

Effective Approach

The Oklahoma Safety Council has provided a new twist to a public safety education project. A well known newspaper columnist recently made an unusually strong editorial pleas to boys and girls to be careful, following the death of a child in traffic in Cushing, Okla. Through the Cushing Safety Council in cooperation with the local theater, all of the town's 700 children of school age were invited to attend a free movie. The admission requirement was a statement from each child's parent that their youngsters had read the newspaper account of the tragic death of the 7-year old school boy.

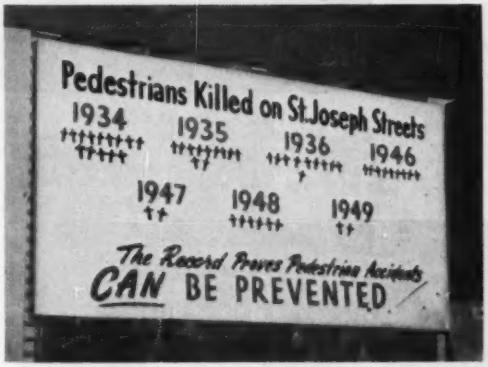
Fort Wayne Fleet Awards

Five hundred commercial vehicle drivers and fleet supervisors attended the Annual Drivers' Award Dinner at Fort Wayne Friday evening, Nov. 3, sponsored by the Safety Council of the Fort Wayne Chamber of Commerce. NSC awards were presented to General Electric Company, Berghoff Brewing Company, the Courier Express Company and to the safety council for winning third place in the Inter-Council Fleet Safety contests. Tom A. Burke of NSC Field Organization was the banquet speaker. In his talk, "Fun, Facts and Figures," he pointed out that since the first of the year, NSC had presented more than 800 Safe Driver Awards to drivers of member companies in the Fort Wayne area.

Chain Pledge Plan

The Eastbay Chapter, National Safety Council, is making wide distribution of a "Motorist's Child Safety Pledge" which the chapter prepared to focus attention on the child safety problem. Each driver who signs the pledge is asked to induce nine other persons to sign up for safety. All service clubs and other civic organizations received a sufficient supply of the pledges to reach their entire membership. The motorist who signs up agrees to watch out for children at all times; to be extra alert in school zones; to yield the right of way to any child in the street; to stop before passing any car temporarily halted at a cross walk or at any place where pedestrians might be crossing; and to set a good example for children by driving and walking safely.

Home-Made Safety Bulletin



IN connection with the award presentation to St. Joseph, Mo., for winning third place in the National Pedestrian Protection Contest, Manager Walter Ladd of the St. Joseph Safety Council prepared three large displays that attracted much favorable comment. One is shown above and the statistical story certainly proves, as the bulletin points out, that pedestrian accidents can be prevented.

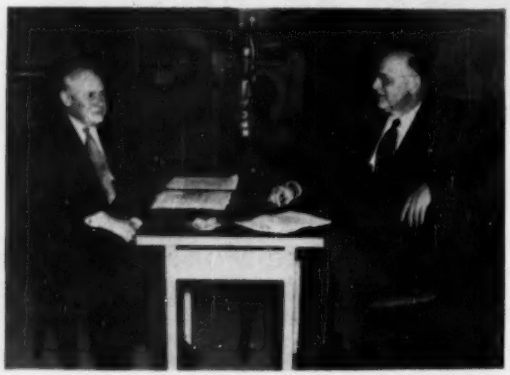
Bird's Eye View

The Fleet Transportation Division of the Greater Los Angeles Chapter, NSC, recently made a 30-minute "flight seeing tour" above Los Angeles to study the freeway system and to watch Los Angeles traffic moving from the air. Eighty members and guests made the aerial observation tour in a Western Airlines Conviar.

Louisville Survey Trip

Captain Estel Hack, manager Louisville Safety Council, was one of a group of public officials and newspaper men who recently made a traffic survey of twelve Eastern states. Several suggestions for improving Louisville's traffic safety program were offered as a result of the trip. Among the suggestions: a motor ordinance for licensing and controlling bicycles; more strict and selective enforcement of traffic laws; a public relations bureau for the police department; and a more coordinated traffic program for Louisville in which all luncheon clubs and other civic organizations interested in traffic safety would participate.

To Page 40



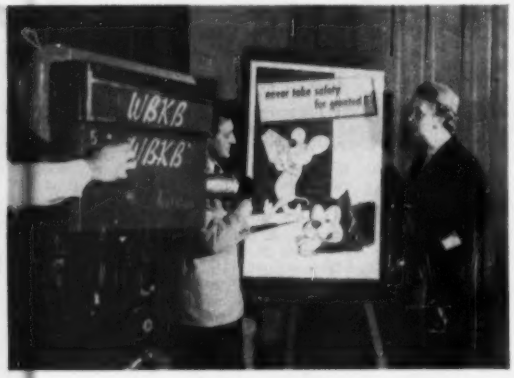
Wallace B. Phillips, Chairman, National Executive Committee, The Royal Society for the Prevention of Accidents, London, England, is shown discussing "Safety in Two Nations" with Ned H. Dearborn, President of the National Safety Council. The broadcast was booked coast to coast on NBC's "Public Affairs" program.

THE CONGRESS

ON THE A

By Dan Thompson
WBBM Director of Radio

SPONSORS of radio programs, n
and networks, and news comm
the radio coverage of the 38th Nat
meeting. Twenty-eight radio and
Congress in one way or another. P
were featured on 21 Chicago progra
commentators, 213 paid-special trib
and 6 television network program
programs on which the 38th Nat
represented. The majority of the
ranged in cooperation with the
and many of the sponsors were
Safety Council who had represente



Mrs. George W. Jaqua, Vice-President for Women's Activities, National Safety Council, is shown as she was interviewed by George Menard over Station WBKB on "Fun and Features" during the 38th National Safety Congress.

Four Future Farmers of America are shown as guests of Chet Randolph (in white shirt) on WLS' "Dinner Bell" program during the Congress. Left to right are Elwin Spinle, Albert McClure, Mr. Randolph, Ray Croad, Richard Snow and Fred C. Sackrider, Instructor in Vocational Agriculture at the Hanover-Horton High School in Michigan.

Miss Marion E. Martin, Commissioner, Department of Labor and Industry, state of Maine, (center) is shown as she was interviewed over WENR-TV by Bob Murphy and Kay Westphal.

Howard Haas, Director of Safety for the Iowa Farm Federation, is shown as he was interviewed during the 38th National Safety Congress by Harry Campbell, Farm Director of Station WBBM. The engineer is Christie Flynn.

Miss Irene L. Muntz, Home Safety Director, Rochester Gas and Electric Corporation, Rochester, New York, is shown as she was interviewed over WBKB, Chicago's pioneer television station, by Bill Evans, Master of Ceremonies of the Bill Evans Show.

Mr. John Collyer, President of The B. F. Goodrich Company, received the National Award of Honor for Distinguished Service for Safety for the corporation from Col. John Stilwell, trustee and former president of the National Safety Council, on the B. F. Goodrich TV show, "Celebrity Time," over the CBS-TV network.

Jack La Frandre, (extreme right) Producer-Author of MBS' "Hidden Truth" program, is shown rehearsing a special safety program he broadcast in connection with the 38th National Safety Congress. Left to right are Muriel Bremner, Don Gallagher, and Sondra Gair.

LOOSE GRAVEL
WHERE'S THE FIRE?
329 MAIN STREET!
DAYDREAMIN' & SPEEDIN'—DOUBLE-BARRELED TROUBLE!
DANGER DE NOT CAFE
I FEEL A DRAFT, AL. WHAT DID THAT LAST CLEARANCE SIGN SAY?

Name Bollum to Head American Transit Association

Hiram L. Bollum, president of the Springfield (Mass.) Street Railway Co., was elected for a one-year term as president of the American Transit Association. He succeeds Morris Edwards, president of the Cincinnati Street Railway Co., who has held the post for the past year.

Harley L. Swift, president of Harrisburg Railway Co., was elected vice president. C. F. Rogge, comptroller, Public Service Coordinated Transport, Newark, N. J., was named association treasurer. He succeeds J. E. Haberle, vice president and comptroller of Capital Transit Co., Washington, D. C., who served ATA as treasurer for several years.

The complete list of regional vice chairmen and directors for the coming year, together with the expiration dates of their terms, is as follows:

Region 1—Henry G. Bowen, Fitchburg and Leominster Street Railway Co., *vice chairman* (1951); Harold G. Morris, United Electric Railways Co., *director* (1952); John I. Donovan, Eastern Massachusetts Street Railway Co., *director* (1953).

Region 2—J. M. Symington, Public Service Coordinated Transport, *vice chairman* (1951); John F. Uffert, Rochester Transit Corp., *director* (1952); R. F. Randolph, Charleston Transit Co., *director* (1953).

Region 3—Donald H. Walker, Fort Wayne Transit Inc., *vice chairman* (1952); Harry W. Arnold, Ohio Rapid Transit, Inc., *director* (1951); Paul O. Dittmar, South Suburban SafeWay Lines, Inc., *director* (1953).

Region 4—W. N. Ford, The Memphis Street Railway Co., *vice chairman* (1951); N. H. Hawkins, Jr., Birmingham Electric Co., *director* (1952); Sidney M. Swope, Orlando Transit Co., *director* (1953).

Region 5—D. L. Fennell, Kansas City Public Service Co., *vice chairman* (1951); Fred P. Hamilton, Jr., Omaha and Council Bluffs Street Railway Co., *director* (1951); W. A. Alexander, The Denver Tramway Corp., *director* (1952).

Region 6—Ed Jacobs, Shreveport Railways Co., *vice chairman* (1951); W. R. Burns, Dallas Railway and Terminal Co., *director* (1952); W. A. Robertson, Fort Worth Transit Co., Inc., *director* (1953).

Region 7—Landy Norris, Ogden Transit Co., *vice chairman* (1952); E. C. Houghton, Los Angeles Transit Lines, *director* (1951); William H. Scott, Municipal Railway of San Francisco, *director* (1953).

Region 8—W. H. Furlong, K. C., Sandwich, Windsor and Amherstburg Railway Co., *vice chairman* (1953); E. Gray-Donald, The Shawinigan Water & Power Co., *director* (1951); David N. Gill, Ottawa Transportation Commission, *director* (1953).

With the exception of Messrs. Donovan, Symington, Randolph, Uffert, Dittmar, Ford, Swope, Robertson, Scott, Furlong and Gill all officers named here were elected in 1948 or 1949 for three-year terms or were chosen in special elections to fill vacancies.

The foregoing vice chairmen and directors, together with the president, vice president, treasurer, immediate past president, finance committee chairman and executive manager, constitute the new board.

ASF Aids in Detroit Traffic Study

At the request of Mayor Albert E. Cobo, the Automotive Safety Foundation will conduct, with the Mayor's three-man steering committee, a study of Detroit's traffic management procedures and administration.

D. Grant Mickle, director of the ASF Traffic Engineering Division, will head the ASF staff which started its appraisal last month.

City Controller John Witherspoon is chairman of the Mayor's committee which includes Richard Harfst, general manager of the Automobile Club of Michigan, and Donald Slutz, managing director of the Traffic Safety Association of Detroit. City Traffic Engineer Alger F. Malo is assisting the committee in an advisory capacity.

Mr. Mickle, Detroit City Traffic Engineer from 1941 to 1943, recommended to Mayor Cobo the following points to be placed under study: (1) Essential traffic management functions. (2) Present duties and functions, in respect to traffic, of city departments. (3) Inter-governmental relationships.

According to Mickle, the history and growth of Detroit's traffic problem will be reviewed to derive the elements which can be adjusted to reduce the city's congestion and motor vehicle accidents.

Purposes of the ASF study will be to analyze and appraise the work of the various city departments involved in the administration of traffic management in order to recommend a modern and efficient city traffic administration, which will utilize up-to-date procedures to bring about safe and expeditious handling of traffic.

STRICTLY PERSONAL

Syd Sees Irony in Auto Crash

By Sydney J. Harris

EDITOR'S Note: Mr. Harris' writings have gained widespread popularity through their sharp, pungent and individual comment on problems of modern living. He is, in the column reproduced below through the courtesy of the Chicago Daily News, reacting to a problem with which readers of PUBLIC SAFETY *are concerned. We think that you—like us—will find the column interesting and lively, even though you find specific suggestions with which you disagree.*

IT IS only retribution, I suppose, that after writing against woman drivers for so many years, I should be struck by one.

The irony is complete when you consider that my car is a total wreck, and I escaped death only through a miracle—while the woman and the child she was holding in her arms came through the accident unharmed.

HARRIS

She was arrested and charged with reckless driving, which didn't help *me* any—but, for the first hour after the crash, I thought I was beyond help. And, when I recovered, I was too grateful to be alive to care about punishing someone who drives at night on the wrong side of the road with a baby in her arms.

The accident (after 18 years of driving without a scratch) added an acute personal touch to my long-held conviction that we, as a nation, are criminally negligent in our driving laws and regulations.

A car has become a more potent weapon of death than a gun in America. Auto fatalities are greater than the number of men we lost in both world wars. And still we do practically nothing to stop this daily slaughter.

Tests a Joke

Our drivers' tests in most states are either a joke or a fraud, or both. Almost anyone can get a driver's license without the slightest trouble—and most of the accidents are caused by drivers like the one who hit me.

I am not speaking after the event, for I have said this many times before. But it takes an accident to make you realize how your life is utterly at the mercy of anyone who chooses to drive recklessly. The most prudent motorist in the world cannot protect himself against a reckless driver; all he can do is keep the driver off the road.

We need uniform federal traffic regulations. We need regular, and stringent, driving examinations every six months. We need stiffer fines for reckless drivers. Most of all, we need to educate the public to the grim realization that an automobile is a deadly weapon of the first magnitude.

I'm glad to be living, and feel no sense of vengeance toward anyone. But our children, if not ourselves, deserve the fullest protection against these avoidable tragedies. The thought that Carolyn might have been in the car with me still chills my blood and makes me shake as no injury of my own could do.

Photo courtesy of the Chicago Daily News

What was left of the Harris car after the crash.

Driver Education Pays Off!

From Page 11

departments. The prevention of traffic accidents depends on public support and this support depends on the good will of the public, especially the parents of high school students, and the several state departments involved.

Driver Education programs pay off. Their dividends are in lives saved and accidents prevented. We are not often conscious of what never takes place or what is prevented from happening, but we can be sure that a much more dramatic struggle of accident prevention is going on on our nation's streets and highways than is being reflected in the mounting toll of casualties.

While the general public is aware of the frightful mass killing and maiming of fellow human beings under the listing "automobile accidents," people tend to tolerate existing conditions as "necessary evils," having to do with progress and the mechanization of our way of life.

Deaths and injuries on the streets and highways are "evil" enough, but they definitely are not necessary and *they can be prevented*. We have demonstrated that everywhere that the Action Program of the President's Highway Safety Conference has effectively been put to work.

Neither engineering nor enforcement alone—or even as a team—will develop the kind of public mental attitude needed to end the slaughter on our streets and highways. There is an extra "something" missing for any real progress toward universal safety.

This—I believe—is a sustained program of activities—not an occasional, haphazard safety drive or campaign, but a long-range, well-conceived, carefully planned and thoroughly integrated program of education to develop proper safety habits and attitudes on the part of both motorists and pedestrians.

In any such program of public education, Driver Education is a must. It will accomplish its main objective when it takes its rightful place as a part of everyone's education for citizenship. For safety is everybody's job, and needs to be inculcated in us at the earliest practical school level and maintained throughout our lives.

DAFFYNITIONS

Girdle: A device to keep an unfortunate situation from spreading.

Suspenders: The oldest form of social security.

FLEET NEWS

SPOTTING THE REPEATERS

By Albert A. Canfield, Jr.

Assistant Professor, Department of Psychology, Northwestern University, Evanston, Illinois

THREE more or less distinctly different types of approaches have been used in the attempt to select the driver who will have accidents. For simplicity, they have been termed, work sample methods, analogous, and analytic. These three types of approaches have been used in about the order given and have shown validity in about the reverse order.

A work sample technique in selection is an effort on the part of the employer to see the employee actually perform the job, or important parts of the job, before he hires him. In the vehicle driver field, this generally is some form of a driving test. The potential employee is given an opportunity to drive the vehicle under the watchful eye of the employment manager or the person responsible for hiring the new man.

Some of these work sample tests are extremely rough and unplanned, the results depending in no small part on the personality of the applicant, and the day's mood of the examiner. They merely take a little ride together and the examiner watches what the driver does. In other cases, the examiner may have some sort of check list or road test check list in which specific and important aspects of the driver's performance are carefully noted and rated.

Others, and I might add most others, fall somewhere between these two extremes. The examiner asks the driver to do one or two things, possibly illegal or involving some special maneuver of the equipment, and observes the adequacy of the driver's performance.

One fairly widely used approach has been to place a dynamite cap on the side or lower surface of the vehicle and then advise the driver to stop the vehicle as soon as he hears the sound of the cap. The exploding cap leaves a mark on the road surface, and the examiner measures the distance from the mark to the position of the vehicle to see how quickly the driver brought the vehicle to a complete stop. This is not the whole job of driving, obviously, but to some it represents an important part, and is best measured by an actual driving performance.

In the analogous type of test, the applicant is seated or placed in a position behind some equipment made to look as much like the inside of the vehicle he is going to drive as is possible. He then operates these dummy, but lifelike, controls to a pattern of stimuli projected or presented in front of him. These tests range from the quite realistic appearing tests of Munsterberg, in which scenes taken from the front of a moving street car are projected on a screen in front of the candidate operating real street car controls, to pieces of apparatus having an accelerator and a brake pedal which the applicant operates to a series of flashing lights or sounds.

The intent of all of these devices is to reproduce, as nearly as possible, the driving situation and the decisions and operations necessary to drive the vehicle. They are usually quite complicated, both electrically and mechanically, and look like the real thing.

The analytic test has a variety of forms, but looks a great deal less like the act of driving. In consists of a series of questions or reactions that attempt to measure a skill necessary to drive safely, or at least look like they are related to driving safely. There are two general types of these tests, equipment tests and paper and pencil tests. The equipment tests are characterized by reaction time devices, visual acuity cards, perimeters for peripheral vision measures, recovery from glare measures, etc. The paper and pencil tests vary from tests of legal aspects of driving on the highways and streets, tests of general knowledge and intelligence, to tests of the ability to make dots in small circles rapidly and accurately.

The first requirement of any selection tests is that it be useful in predicting the success or failure of the person who takes the test on the specific job we are interested in. In this case, our first interest, and by far our major interest, is in the relation between performance on the test and the accident record of those drivers who take the test. This aspect of a test is given the name validity. We say a test is valid if scores on the test can be used to predict later performance of the person tested. This is the only really important aspect of any selection test, because if a test is not valid, nothing else about it matters.

Secondly, a test should be relatively inexpensive and readily available. Tests that cost $100,000 apiece would not be too desirable, even if they had a perfect prediction of accidents. Their cost would be greater than that of patching up the work of the drivers' having accidents.

Thirdly, a test should not present a large administrative problem in terms of the space for its administration, time of administration, scoring procedures, difficulty in interpreting the scores, length of time to administer and score, etc.

The work sample test is expensive in time and money and tends to be unreliable; that is, the scores for a man are not necessarily the correct scores for the man, give a total score where the driver may compensate for deficiencies by other means, provide very poor records, and tend to be invalid. The work sample approach does not seem to be the most desirable approach possible, but it does make the applicant feel like he is being evaluated, it seems reasonable to do what you are later going to do, and it looks as if it would pick out the better drivers. There characteristics of "looking like they should do the job" are called "face validity." Thousands of dollars of safety money is spent annually, purchasing "face validity."

Abstract of an address by the author before the Commercial Vehicle Section, 38th National Safety Congress, Chicago.

The analogous type of test also is loaded with "face validity." It looks as if it is related to the job of driving, because it looks so much like the job of driving. Applicants feel it is a reasonable test, and surprising numbers of personnel men think it is reasonable, because it looks as if it should do something in the selection of poor or inadequate drivers.

The analogous type test is usually expensive to buy, expensive to keep up, and it takes special rooms, equipment, examiners, and involves quite a length of time to administer. Once again, a person would have to spend all morning and half the afternoon, with these devices, to test twenty men. They have the advantage, over the work sample test, that they do not tie up company equipment, are more nearly the same from day to day, give scores or values that are more easily checked for their relationships to accidents, and are relatively simple to score. However, these tests have not proven very valuable. In some instances the scores on these tests are related to accidents, in other cases, they bear no relationship.

The equipment type of analytic test, often called psychomotor tests, has been very widely used. In fact, the reaction time, glare recovery, and visual acuity test seem to have been used more often in this field than any of the other analytic types. These tests measure abilities that one would think were necessary to drive. How quickly one reacts would appear to be an important factor in avoiding accidents, how badly one is affected by lights would appear to have a bearing on his ability to avoid hitting something after being exposed to them, and how well he can see would seem to be related quite closely to his ability to avoid objects in this path, or to keep the vehicle on the path prescribed. These tests are generally given quickly, or relatively so, seem related to the task of driving, and have, therefore, some face validity.

The paper and pencil test, however, other than the knowledge type of test, many times seems distant and artificial. Asking a man a series of questions about the maintenance of equipment, car lengths to allow between himself and the vehicle in front, state and local rules about parking, etc., seem vitally related to satisfactoriness as a driver. They have face validity. Intelligence tests are a little more difficult to place, but people have a tendency to think that if a person is fairly bright, he won't have accidents, but if he is too dull or too bright, he is liable either to have accidents, or quit. Possibly this is correct, although the evidence about accidents and mental ability does not support this contention.

Other forms of mental ability paper and pencil tests seem absurd to the lay person. What relation can there be between counting the number of blocks in a pile, or putting pencil marks in small circles? This makes the tests sometimes difficult to define to the testee and the boss as well. These tests are relatively cheap, involve no company equipment, can be given to 20 men in an hour, involve no great amount of space, are comparatively less expensive, and yet, *have been used less than any of the* other techniques mentioned so far.

As a matter of fact, two men from the University of California have recently pointed out that most of the work done in this field has been done with some type of equipment test, and very little has been done with paper and pencil analytic tests, other than of the intelligence or driving knowledge type of test. The indications, today, are that our best predictions come from the use of the paper and pencil analytic tests of the special abilities type. Intelligence tests do not seem to predict accidents. Some forms of special abilities tests do, however.

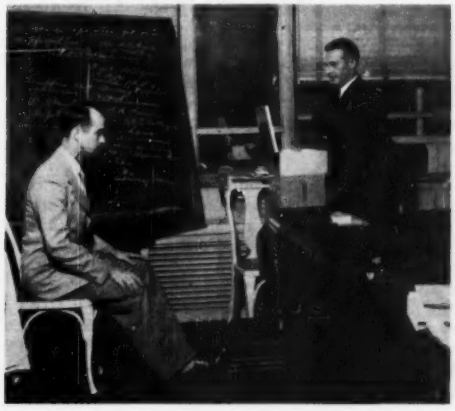
One of the most interesting developments in the driver selection field in recent years is the evolution of the safe driver selection system developed by Drs. F. L. Ruch and C. L. Warren at the University of Southern California. It was my pleasure to work with these men in the development and tryout of these tests at the Los Angeles Transit Company and the Carnation Milk Company, in Los Angeles. These tests have been given fairly comprehensive testing, and the results seem fairly well established and representative.

While the results of these tests justify some confidence in their ability to aid in the selection of drivers, they are far from perfect and far from the answer to our selection problems. That they will help however, is quite clear.

At the present time, with our rough tools, one thing may be suggested.

Next Page

Psycho-physical tests have been devised to check driver's reactions, field of vision, steadiness, coordination, etc. Below at left, driver takes reaction test, and in photo at right below, Edward J. Emond, of Armour & Co., grades driver who has been put through psycho-physical tests in Armour's completely equipped traveling trailer.



Spotting the Repeaters

From Preceding Page

Psychological and physiological tests can give us clues as to the abilities of the man applying for a job as a driver. We can test him and determine whether or not he knows the rules of the road, how to take care of his equipment, etc. We *can* tell whether or not he has the ability to drive safely. We *cannot* however, predict at this time whether he will or will not drive safely in the future to any great extent. All of driving safely is not skills and abilities that we can now measure. Possibly, his attitudes and habits are most important. The training of men, assured they have the native skills to drive safely, may be the major problem that faces us today, not in the selection procedure alone.

It is no secret that psychological tests designed to measure relevant personality factors in the applicant have been none too successful. Possibly, someone will come up with an idea to measure these variables that has not been tried, or with an idea to modify our present procedures, so they will be more useful. However, in the absence of such tests or devices, we must turn our attention to their shortcomings by trying to instill into or train our men in the need for safety and the relevant attitudes we would like them to have.

To summarize, we have noted:

1. Work sample and analogous tests have a number of serious drawbacks, not the least of which is their general low validity.
2. Analytic tests, of the equipment kind, have not shown very high validities, but give information that might be valuable to the potential driver.
3. Analytic tests, of the pencil and paper type, have shown higher validities, and are generally more desirable than any of the other types.
4. The analytic tests are of considerable value in the training of drivers, and can play an important role in the entire safety program.
5. We are limited in our selection procedures today by the lack of suitable tools to measure the personality and temperament variables of candidates.
6. Perfect prediction is probably out of the question because of the many situational or temporary factors that may lead to accidents.

Coming Events in the Field of Safety

Dec. 11-12, New Orleans, La.
Annual Meeting of the Louisiana Safety Association (Roosevelt Hotel). Contact Col. Charles E. Doerler, secretary, Louisiana Safety Association, 610 Edwards Street, Box 806, Shreveport, La.

Jan. 8-12 (1951), Washington, D. C.
Thirtieth Annual Meeting of the Highway Research Board (National Academy of Sciences, 2101 Constitution Avenue).

Jan. 9, St. Paul, Minn.
Annual Meeting (Election of officers and directors) of the Minnesota Safety Council.

Feb. 6-7, Philadelphia
Seventeenth Annual Philadelphia Regional Safety Conference & Exhibit (Bellevue-Stratford Hotel). Contact Walter W. Mathews, managing director, Philadelphia Safety Council, 17th and Sansom Streets, Philadelphia 3, Pa.

March 4-6, Birmingham, Ala.
Twelfth Annual Southern Safety Conference (Tutwiler Hotel). Contact Braxton B. Carr, executive secretary, Southern Safety Conference, 2120 First Avenue North, Birmingham 3, Ala.

March 19-20, Boston
Thirtieth Annual Massachusetts Safety Conference & Exposition. Contact Edgar F. Copell, president, Massachusetts Safety Council, 31 State Street, Boston 9, Mass.

April 3-6, New York
Twenty-first Annual Greater New York Safety Convention & Exposition (Hotels Statler and Governor Clinton). Contact Paul F. Stricker, executive vice president, Greater New York Safety Council, Inc., 60 East 42nd Street, New York 17, N. Y.

April 18-20, Tulsa, Okla.
Annual Oklahoma Statewide Safety Conference (Mayo Hotel). Contact Glenn V. Carmichael, manager, Oklahoma State Safety Council, 1600 N. W. 23rd Street, Oklahoma City, Okla.

April 19-20, Louisville, Ky.
Annual Kentucky Statewide Safety Conference (Kentucky Hotel). Contact Estel Hack, managing director, the Louisville Safety Council, 214 Speed Bldg., Louisville, Ky.

April 19-21, Kansas City, Mo.
Central States Safety Congress. George M. Burns, director, Kansas City Safety Council, 419 Dwight Bldg., Kansas City 9, Mo.

April 24-26, Pittsburgh
Twenty-sixth Annual Western Pennsylvania Safety Conference and Exhibit (Hotel William Penn). Contact Harry H. Brainerd, executive manager, Western Pennsylvania Safety Council, Inc., 605 Park Bldg., Pittsburgh 22, Pa.

April 26, New Haven, Conn.
Connecticut Safety Society, Annual Conference. Donald H. Ackley, c/o G. and O. Manufacturing Co., New Haven, Conn., P.O. Box 1860.

May 9, Bethlehem, Pa.
Twenty-fourth Annual Eastern Safety Conference. Contact Harry C. Woods, executive secretary, Lehigh Valley Safety Council, 602 East Third St., Bethlehem, Pa.

May 14-16, Syracuse, N. Y.
Central New York Safety Conference & Exposition (Hotel Syracuse). Contact Walter L. Fox, executive secretary, Safety Division, Syracuse Chamber of Commerce, 351 Warren Street, Syracuse, N. Y.

May 16-18, Winston-Salem, N. C.
Twenty-first Annual North Carolina Statewide Industrial Safety Conference (Robert E. Lee Hotel). Contact H. S. Baucom, safety director, North Carolina Industrial Commission, Raleigh, N. C.

June 4-8, Chicago
Twenty-eighth Annual Midwest Safety Conference (Congress Hotel). Contact Joseph F. Stech, manager, Greater Chicago Safety Council, Suite 805, 10 North Clark Street, Chicago 2, Ill.

June 21-23, Salt Lake City, Utah
Thirteenth Annual Meeting of the Western States Safety Conference. Contact Marion A. Snow, executive director, Utah Safety Council, State Capitol Building, Salt Lake City, Utah.

Jan. 24-26, Berkeley, Calif.
Third Annual California Conference on Street and Highway Problems, Berkeley Campus, University of California.

Finally let me urge you to help in the attempts to successfully and more thoroughly investigate this general area. The development and testing of new selection techniques is in your hands. Those of us in colleges and universities, who sometimes have ideas on these matters, are unable to test them without your help. Those of you who have ideas and test them do not always put them in print, where we can all see them. Quite recently, I volunteered my services and those of a graduate student to try out some tests in the selection of safe drivers for a local concern. They were interested until they found, while my assistant and I were working for nothing and supplying all the test materials, that they would have to pay their drivers to get them tested. After learning this they dropped the whole thing.

The answer to this problem will not come from out of the heavens, or from your neighbor, or from the colleges and universities in America, it will come only from the cooperative effort of everyone.

DAFFYNITIONS

Program: A vague idea or notion which when accompanied by sufficient noise succeeds in spreading the most acceptable form of confusion.

Solid Citizen: A person who has his feet firmly planted in midair.

NEW PUBLICATIONS in the field of Public Safety

Books and Pamphlets

Commercial Motor Transportation. By Charles A. Taff. Published by Richard D. Irwin, Inc., Chicago, Ill. 413 p. Price $6.65.

This is a book which we heartily recommend to everyone in the motor transportation industry from management on down to dispatchers and ambitious drivers who want to have a better understanding of the industry in which they work.

Written by Charles A. Taff, Assistant Professor of Transportation, University of Maryland, it was designed for college courses in the subject and also for the trade.

In 413 pages, the book covers such topics as economics, operations, terminals, leasing, insurance, selling motor freight service, federal regulations, rate-making, equipment financing, highways and their support and numerous other subjects which touch on the operations of a motor transportation business and on which all personnel in the industry should be well-informed.

The book also describes the organization of a safety program and its relation to reduced insurance costs. Three chapters are devoted to passenger-carrying operations both urban and inter-city.

A Volume Warrant for Urban Stop Signs. Published by The Eno Foundation for Highway Traffic Control, Saugatuck, Connecticut, 1950, 121 p.

Magazine Articles

Connecticut's State Police. By Commissioner Edward J. Hickey. (In *Traffic Quarterly,* October, 1950, p. 399.)

Detroit's Traffic Court Policy. By Lt. Donald A. Quinn. (In *Traffic Digest,* October, 1950, p. 1.)

Driver Education Shows Sharp Upswing in 1950. (In *Highway Research Abstracts,* October, 1950, p. 1.)

Expressways Cut Through Traffic Jams. (In *Automobile Facts,* October, 1950, p. 1.)

How Boise Ironed the Kinks Out of Its Chemical Testing Program. By Theodore Loveless. (In *Traffic Digest,* September, 1950, p. 1.)

How Much Further Can We Reduce Traffic Accidents? By Norman Damon. (In *Traffic Quarterly,* October, 1950, p. 351.)

New 1950 Tests Mark Progress in Windshields. (In *Automobile Facts,* October, 1950, p. 3.)

The Pennsylvania Turnpike System. *Highway Builder,* October, 1950.

Speed. By J. Carl McMonagle. (In *Traffic Quarterly,* October, 1950, p. 390.)

Surveys for Traffic Safety. By Joseph L. Lingo. (In *Traffic Quarterly,* October, 1950, p. 382.)

Traffic Attitude School for Juvenile Violators. By Capt. Vic. Stewart. (In *Traffic Digest,* October, 1950, p. 5.)

Optimist Clubs Back Traffic Safety Program

Members of Optimist Clubs, alarmed at the increase in traffic fatalities, are going to do something about it. A resolution adopted at the recent 32nd Annual Convention of Optimist International held in Atlantic City, N. J., urges member clubs to accept the responsibility of focusing public interest in traffic safety work.

The resolution follows:

"WHEREAS, thoughtless indifference or carelessness has resulted in an alarming increase in the number of people injured or killed by accidents; and

WHEREAS, Optimists are convinced that an awakened sense of personal responsibility can prevent many such accidents;

NOW THEREFORE BE IT RESOLVED that Optimist Clubs accept as their responsibility the task of awakening this sense of personal responsibility in the citizens within their respective districts to take greater care in the preservation of life, liberty and the happiness of others."

Optimist International is a men's service club organization having as one of its principal objectives aid to youth through its Junior Optimist Club movement. Last year Optimist Clubs gave assistance to more than 400,000 boys. Automobile and bicycle safety programs were an important part of this general program.

Change SAE Specs on Automotive Lighting Items

The Society of Automotive Engineers has issued revised specifications on several items of automotive lighting equipment.

The revision covers such items as: Stop lamps, tail lights, clearance, side-marker, identification and parking lamps, school bus warning signal lamps, turn signal units, turn signal operating units, and a table showing general requirements, Section L, photometric minimum candle power requirements (which includes consolidated candle power requirements for all lamps mentioned in this paragraph).

The American Association of Motor Vehicle Administrators have mailed copies of the specifications to all motor vehicle administrators. Others wishing to obtain copies can do so by writing the Society of Automotive Engineers, 29 West 39th Street, New York 18, N. Y.

Yale Announces Rand McNally Traffic Fellowship

The creation of a Rand McNally Fellowship in Traffic Engineering at Yale University has been announced by Theodore M. Matson, Director of Yale's Bureau of Highway Traffic.

The new Fellowship is to be awarded annually on a competitive basis to an engineer employed by a city or state highway department. Its $1,400 stipend will apply to a year of graduate study in the Yale Bureau.

The Rand McNally Fellowship is one of 13 such awards offered by Yale for study in traffic engineering. Other Fellowships are provided by the Automotive Safety Foundation, the American Transit Association and the International Road Federation.

• • •

Trim your Christmas tree with safety. Buy a fresh tree, keep it in water, be sure lights are in good condition, and dispose of the tree soon after the holiday.

AAMVA Launches Program to Train Driver Examiners

25 $100 Scholarships to NUTI Offered Under Grant

FOR the first time in the history of the automobile, professional, in-service training will be offered to the men responsible for the licensing of drivers.

The American Association of Motor Vehicles Administrators, with national headquarters in Washington, D. C., has announced that 25 $100 tuition scholarships will be available to states for the training of chief driver license examiners at a three-week course March 5-23, 1951. The course will be given at the Traffic Institute of Northwestern University, Evanston, Ill., under a contractual arrangement between the AAMVA and the Institute. It will be the first of four such courses to be offered at the Institute over a four-year period.

Funds for the training have been provided by the recently formed Farmers Insurance Group Safety Foundations, Los Angeles, in a grant to the AAMVA.

The yearly series of courses will cover the following general subjects:

1951—Standards for Driver Examinations.

1952—Administration of License Examining.

1953—Selection and Training of the Examiner.

1954—Reports, Records, and Analysis.

Subjects to be included in the first course March 5-23 on "Standards for Driver Examinations" are:

Background: Needs for standards; legislative basis; court tests of validity of standards; what standards are; level of standards; limitation on establishment of standards, and sources of guidance.

Standards for native abilities: Sensory, muscular and skeletal, mental, pathological and psychopathic conditions.

Standards for developed abilities: Knowledge of vehicle, maintenance, behavior, knowledge of roadways, skill in maneuvering the vehicle, habits of behavior in traffic.

Standards for attitude or frame of mind: Nature of attitudes; tests and standards for attitude.

Here are the pertinent details on the course:

Eligibility—Open to chief driver examiners, directors of driver licensing, supervising examiners, and others responsible for examining drivers or for driver improvement. There are no educational prerequisites. Application forms must be signed by applicant and head of department.

Purpose—To provide selected men trained to better administer the laws of their states dealing with driver license examinations. The training is offered as a service of the AAMVA to its members.

Selection of students—The class will be limited to 25 students (not necessarily one to a state). Students will be selected by a board representing the AAMVA, the Farmers Insurance Group Safety Foundation, and Northwestern University.

Financial arrangements—Twenty-five $100 tuition scholarships will be given to successful applicants through the funds made available by the Safety Foundation. The scholarships will cover tuition and all course materials. State departments are expected to finance their representatives' travel and living expenses. Where states are unable to finance these expenses, a limited number of grants in aid for this purpose may be made by the selection board.

Instruction—The course will be taught by a staff of highly qualified specialists in such fields as driver license administration, physiology, law, business administration, and traffic safety. There will be approximately seven hours of classroom instruction, special problems and field work daily, five days a week, for the three-week period. Students wil be given opportunity to work on problems of their own departments under the direction of and in conference with instructors and other students.

Application—The deadline for applying for the March 5-23 course is January 15. Application forms will be furnished to the state departments, and additional copies may be obtained from the AAMVA, 912 Barr Building, Washington 6, D. C., or from the Director of Training, the Traffic Institute, Northwestern University, 1704 Judson Ave., Evanston, Ill.

General—The Traffic Institute will assist students to secure hotel accommodations in Evanston.

H. Elmer Marsh, AAMVA president and Vermont commissioner of motor vehicles, said in announcing the availability of the chief driver examiner training:

"I urge every department charged with the responsibility of driver licensing to submit its applications for this training at the earliest possible time. We expect a large number of applications, and the final selection of scholarship winners will be greatly facilitated if departments will nominate their candidates and submit their applications promptly.

"We are particularly gratified that we have obtained the services of the Traffic Institute for this training program. James Stannard Baker, director of research for the Institute, who has played a prominent part in bringing the program into being, will be in charge of course development. Gerald O'Connell, the Institute's director of training, will be responsible for administration of the course.

"The Institute in its 15-year history has made an outstanding contribution to the field of traffic safety through its extensive training, research and field service programs. We are certain that our driver examiner training is in good hands."

Name General Fleming to Top Transport Post

Major General Philip B. Fleming has been confirmed by the United States Senate as Under Secretary of Commerce for Transportation.

The position consolidates all transportation agencies under one head and was a recommendation of the Hoover Commission.

Prior to his new appointment, General Fleming was chairman of the U. S. Maritime Commission. He was formerly administrator for the Federal Works Agency, 1941 to 1949.

It also marks the second time the U. S. Bureau of Roads has come under his jurisdiction. The Bureau was formerly the Public Roads Administration under FWA.

a CHALLENGE to the motor transportation industry

From Page 13

effect on the whole highway safety program in the United States. The old cliché about how success breeds success is no outmoded saying in the safety field. Those who are charged with the task of shaping the total attack upon highway problems have finally come to realize that the weapons are far more varied than a few technical implements. Belatedly they realize that a stellar safety performance in one segment of highway usage will by its example do more to eliminate the jealousies, the shortsightedness and the political reverberations which block a strong program of traffic control than all the leaflets and preachments we can put together.

This is the very reason for my earlier assertion that your safety attainments are a powerful factor in our quest for the proper individual attitude among highway users.

Throughout the entire history of the safety movement in the United States we have placed our emphasis on the legal and technical controls and not enough on the emotional forces which motivate human behavior. We have turned to the exact sciences for our solutions.

There is still something lacking in the traffic program—something which ties together the great work in the technical fields and projects it into the daily awareness and the daily existence of 150 million people. I believe we are starting with a 50-year handicap into a field of study which *might* have saved us many of the heartaches and frustrations and perhaps some tens of thousands of lives had we recognized its importance at the turn of the century.

We have a national Action Program which is technically sound. We do not have as good an Action Program when it comes to our attempt to foster public sanity on the highways. We have spent *millions* to perfect brakes, lights, greater visibility in windshields, nonskid road surfaces and channelization of traffic at busy intersections. We have spent *pennies* to find a way of pre-testing drivers for signs of emotional instability which will later be reflected in games of jaloppy tag, beating the red light and racing the train to the crossing.

I cannot believe that such testing is impractical; we have too much evidence of the reliability of aptitude and attitude tests in other fields. During the course of World War II the preinduction examinations which were the butt of so many corny jokes still screened out over 3 million men as unfit for psycho-neurotic reasons. I wonder how many of this 3 million have a driver license today? Are we the victims of their instability in the tight situations of heavy traffic?

Only in the past year has a start been made in scientific research on driver attitudes. At Harvard, New York University, Michigan State and one or two other educational institutions studies are being made to determine why we react as we do when we are at the wheel of a motor vehicle.

It is only a short step from this exploration of the mind to the larger challenge of presenting traffic safety as a way of life which is as acceptable as the qualities of integrity, tolerance and compassion. The way will be infinitely easier if specialized segments in highway transportation can demonstrate the possibilities under a program of careful selection, proper attitude and steady application of reasonable guiding rules.

I do not propose that we abandon or even diminish our work in the technical fields of highway safety. I do suggest that we recognize our biggest job as being in the almost untouched area of human attitudes. We've engineered 90-mile-an-hour highways and 90-mile-an-hour vehicles. Now we must engineer something better than 45-mile-an-hour minds to cope with them.

When we have enough knowledge in psychological attitude-testing of potential drivers to admit this practice to the sacred triumvirate of engineering, education and enforcement, we can finally open the door to individual acceptance of responsibility. That is the only *workable* solution to motor vehicle traffic safety.

There is no better way for you of the motor transportation industry to obtain and to maintain public approval than through an unsurpassed record on the highways. All that you may accomplish contributes directly to the welfare of mankind and places another strong pillar under the way of living and the way of doing which we regard as an American's most precious heritage. In forthright and practical terms—an award to a safe driver—a citation to a company with an outstanding fleet safety performance—is an investment in favorable public opinion and an investment in America which mere dollars and cents can never buy.

Leland James Heads American Trucking Ass'n

Leland James, president of Consolidated Freightways, Inc., Portland, Ore., was elected president of the American Trucking Associations at the organization's 17th annual meeting in New York.

Henry E. English, president, Red Ball Motor Freight, Inc., was named chairman of the board.

Other officers elected included: Walter F. Mullady, president, Decatur Cartage Co., first vice president; Fred B. Hufnage, assistant coordinator, Sun Oil Co., Philadelphia, second vice president; Percy F. Arnold, Cole Teaming Co., third vice president; C. J. Williams, president, Hillside Transit Co., Inc., fourth vice president; George V. Eastes, partner, Lee & Eastes, Seattle, treasurer; and, Chester G. Moore, chairman of the board, Central Motor Freight Association, Chicago, secretary.

NAMBO Names New Officers

Arthur M. Hill was re-elected president of the National Association of Motor Bus Operators at the annual convention of the association held in Chicago.

Other officers elected were: R. C. Hoffman, Jr., vice president; C. F. Jacobsen, treasurer; A. W. Koehler, secretary-manager; and Jack Garrett Scott, general counsel.

Regional members of the board of directors named were: Leland Taliaferro (2), H. W. Arnold (3), C. G. Schultz (4), H. Vance Greenslit (5), R. W. Budd (6), T. L. James (7), E. F. Zelle (8), H. W. Allen (9), F. W. Ackerman (11), and S. E. Graves (12). A representative for Region 1 will be named at a later date.

The following were elected directors-at-large: Manferd Burleigh, O. S. Caesar, F. J. Edwards, Guy A. Huguelet, John J. Mangan, R. J. McDermott, F. W. Mills, M. E. Moore, Ivor Neal, R. G. Perry, S. R. Sundstrom, M. W. Walker, and R. J. Walsh.

* * *

Drive slow—in rain, sleet or snow!

OPERATION *Safety*

USING the slogan, "Drive Slow in Rain, Sleet or Snow," the January Operation Safety program concerns itself with the simple knowledge that neither tire chains, defrosters, heaters, windshield wipers nor experience can save the winter driver unless he accepts caution and slower speeds as his primary responsibilities. This premise is the basis for all materials prepared for the January kit, and special emphasis is put on the factors that show up, again and again, in traffic accidents at this time of the year: reduced visibility, inclement weather and unsafe road surfaces.

One feature of the January Operation Safety kit will be of particular interest to traffic authorities in the South and Southwest. Although ice and snow may be rare in these states, special winter driving problems nevertheless exist. A survey has been made by the Operation Safety staff among traffic experts in such states and has been compiled and analyzed in a supplemental section of the January kit. This four-page report, "Alternate Program for Mild Climates," should be helpful in planning traffic safety activities in states where much of the regular January Operation Safety material is not applicable.

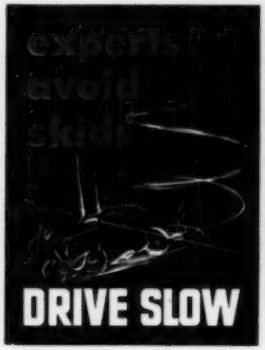
The January sub-committee is under the chairmanship of Bellman Jones, secretary, Safe Winter Driving League. Others serving on this sub-committee are: Paul Edlund, editor, Safety Division, Wisconsin Department of Motor Vehicles; William M. Greene, director, Connecticut Highway Safety Commission; Robert Heilman, *Seattle* (Washington) *Times;* Ralph H. Sprungman, traffic engineer, Minneapolis, Minnesota; and Howard F. Ilgner, traffic engineer, Milwaukee (Wis.) Traffic Commission.

Particularly recommended for use in connection with the January theme are the following one-minute film trailers produced by Operation Safety for group, theater, and television use: "Snow Business (winter driving safety), "One More Report" (drunk driving).

TRAFFIC and MOTOR

TO MOTORISTS **TO PEDESTRIANS**

JANUARY DESIGNS



NATIONAL SAFETY COUNCIL

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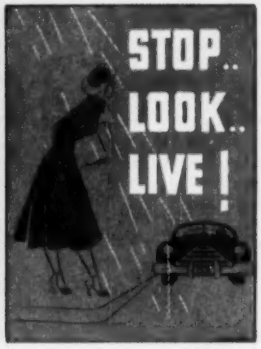
T-9153-B 17x23



NATIONAL SAFETY COUNCIL

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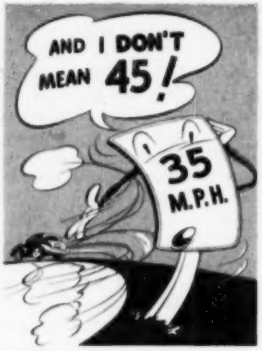
ADVANCE SHOWING FEBRUARY DESIGNS



NATIONAL SAFETY COUNCIL

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NATIONAL SAFETY COUNCIL

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1-9	$0.25 ea.	$0.16 ea.	$0.08 ea.
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1000 or more	.15 ea.	.09 ea.	.03 ea.

(Posters on opposite page are double these prices to non-members of the National Safety Council.) YOUR CREDIT LINE can be imprinted (at the time of the press run) on any of the featured traffic posters of these sizes only: 25"x38" and 17"x23". Details on imprinting and deadline dates for imprinted orders will be sent on request.

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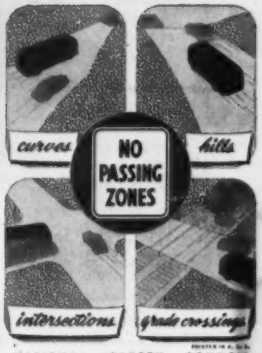

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8321-B 17x23

The Traffic Toll

By H. Gene Miller

October marks 11th consecutive month to show an increase in traffic death totals as compared with last year, as 3,440 die in traffic. Ten-month totals now at 28,020, up 11 per cent over corresponding 10-month period of 1949.

THE upward trend in traffic deaths continued in October. It was the 11th consecutive month to show an increase.

Traffic fatalities rose to 3,440 in October—12 per cent more than for the corresponding month last year. That boosted the 10-month toll of traffic victims to 28,020, which was 11 per cent greater than the 10-month total a year ago.

"We can only hope that these figures will serve as a red flag of warning to motorists and pedestrians during December," said Ned H. Dearborn, president of the Council.

"December is normally one of the two most hazardous driving months of the year, because of bad weather, poor visibility and the heavy travel and festivity of the year-end holidays. The death tolls prove there is more danger this year, so the sensible thing to do is to use more caution."

Although the total number of deaths in 1950 is running ahead of the total of 1949, the rate of deaths (deaths per 100,000,000 motor vehicle miles) is about unchanged. Based on mileage estimates for the first nine months of 1950, the death rate for this period was 7.0 compared with 7.1 for the corresponding period in 1949. And both of these rates are significantly better than the rate of 11.2 reported in the last pre-war year of 1941.

All regions of the country reported more deaths this October, than they did during the same month a year ago. The greatest increase—extending to 30 per cent—was reported in the Mountain Region, while in the South Central Region deaths were up 24 per cent, and in the South Atlantic Region 20 per cent. The North Central Region had the least unfavorable change with an increase of 3 per cent.

The increase was general for the 10-month period, all regions reporting a rise in deaths over the totals for the same period a year ago. The increases ranged from 6 per cent in the Pacific Region to 23 per cent in the Mountain Region.

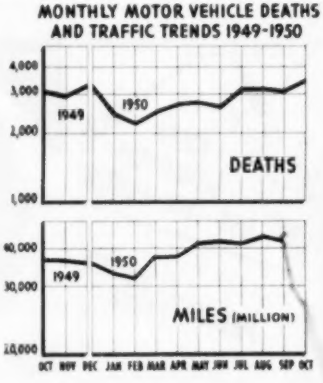
The experience by regions of the country is summarized in the following table:

The author is director of the Statistical Division of the National Safety Council.

MOTOR-VEHICLE DEATHS

MONTH	1948	1949	1950	1948-50 Change	1949-50 Change
January	2,197	2,350	2,470	+12%	+ 5%
February	2,077	1,970	2,210	+ 6%	+12%
March	2,235	2,150	2,470	+11%	+15%
April	2,230	2,340	2,670	+20%	+14%
May	2,734	2,430	2,720	— 1%	+12%
June	2,494	2,370	2,610	+ 5%	+10%
July	2,815	2,790	3,150	+12%	+13%
August	3,110	2,890	3,180	+ 2%	+10%
September	3,006	2,950	3,100	+ 3%	+ 5%
October	3,230	3,070	3,440	+ 7%	+12%
Ten Months	26,126	25,310	28,020	+ 7%	+11%
November	2,974	2,970	.....	.....	.....
December	3,159	3,220	.....	.....	.....
TOTAL	32,259	31,500	.....	.....	.....

The 1948 figures are those of the National Office of Vital Statistics. All others are National Safety Council estimates. The 1950 national estimate is arrived at by assuming that the percentage change from 1949 to 1950 in the states reporting for both years reflects the 1949-50 change in the entire country. Since national estimates made in this way become more accurate as more states report, revisions are made from time to time as new reports are received for the various months. For this reason the figures given above for 1950 may differ slightly from figures for the same months which will be published in future issues of PUBLIC SAFETY.



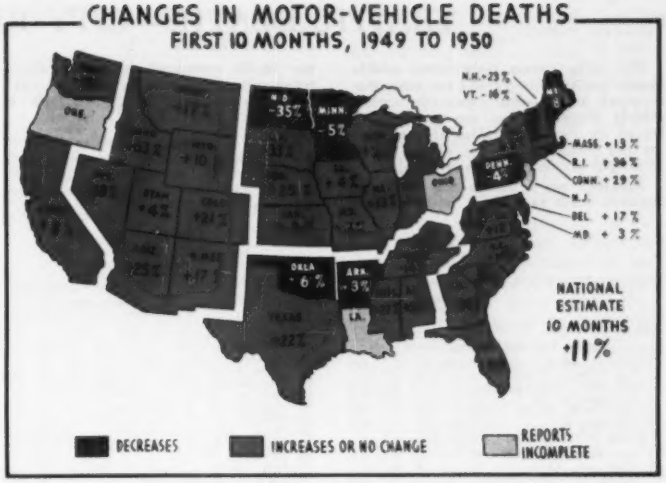
Region	Per Cent Changes 1949-1950 October	10 Months
North Atlantic	+ 6%	+ 4%
South Atlantic	+20%	+18%
North Central	+ 3%	+ 7%
South Central	+24%	+17%
Mountain	+30%	+23%
Pacific	+15%	+ 6%

The October figures are based on reports of 44 states. Twenty-five of these reported more deaths, than for October of last year, 15 had fewer deaths, and 4 showed no change.

For the first 10 months of 1950, though, 36 of the 44 states reported increases, while only 7 showed decreases, and 1 had no change.

The seven states which reported decreases for 10 months were:

State	Per Cent Change, 10 Months 1949-1950
North Dakota	—35%
Vermont	—16%
Maine	— 8%
Oklahoma	—6%
Minnesota	— 5%
Pennsylvania	— 4%
Arkansas	—3%



Four hundred and fifteen cities reported their accident experience for October. Deaths were 3 per cent fewer than last year.

Cities in Group V (100,000-200,000) had the best October experience with an average drop in deaths of 27 per cent. Cities in Group VII (10,000-25,000) showed the next best improvement, extending to 14

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TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities, except for Louisiana, Michigan, New Mexico and Ohio which are reported by registrars of vital statistics.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on the 1950 Census.

Mileage Rate: The number of deaths per 100,000,000 vehicle miles of travel.

States shown in heavy type have improved in 1950 compared with 1949 or showed no change. All figures are provisional.

(Figures in parentheses following the 1950 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Period 1950	1949	1948	% Changes 1949 to 1950	1948 to 1950	1950 Pop. Rate	1950 Mile. Rate
TOTAL								
U.S.	10	28,020	25,310	26,126	+ 11%	+ 7%	23.2	7.0 (9)
Ala.	10	615	460	553	+ 34%	+ 15%	24.1	10.3 (8)
Ariz.	10	249	199	244	+ 25%	+ 2%	39.9	9.3 (8)
Ark.	**10**	**289**	**297**	**325**	**— 3%**	**— 11%**	**18.2**	**7.0 (8)**
Calif.	10	2,434	2,372	2,284	+ 3%	+ 7%	27.6	6.7 (6)
Colo.	10	316	262	283	+ 21%	+ 12%	28.6	7.5 (8)
Conn.	10	202	156	191	+ 29%	+ 6%	12.1	3.8 (8)
Del.	10	77	66	65	+ 17%	+ 18%	29.0	7.6 (8)
Fla.	10	671	492	559	+ 36%	+ 20%	29.1	8.7 (9)
Ga.	10	723	540	579	+ 34%	+ 25%	25.2	9.4 (9)
Idaho	10	194	119	173	+ 63%	+ 12%	39.6	8.4 (8)
Ill.	10	1,592	1,406	1,569	+ 13%	+ 1%	21.9	6.8 (8)
Ind.	**10**	**919**	**917**	**848**	**0**	**+ 8%**	**28.0**	**7.4 (8)**
Ia.	10	473	455	447	+ 4%	+ 6%	21.7	5.4 (8)
Kans.	10	423	410	400	+ 3%	+ 6%	26.6	6.0 (9)
Ky.	10	568	463	382	+ 23%	+ 49%	23.1	9.2 (8)
La.	9	390	354	385	+ 10%	+ 2%	19.4	8.0 (8)
Me.	**10**	**122**	**132**	**151**	**— 8%**	**— 19%**	**15.8**	**5.5 (8)**
Md.	10	387	375	314	+ 3%	+ 23%	19.8	6.9 (9)
Mass.	10	400	354	329	+ 13%	+ 22%	10.2	3.7 (8)
Mich.	10	1,304	1,166	1,166	+ 12%	+ 12%	24.6	6.8 (8)
Minn.	**10**	**419**	**441**	**473**	**— 5%**	**— 11%**	**16.9**	**4.6 (7)**
Miss.	10	377	296	326	+ 27%	+ 16%	20.8	8.4 (8)
Mo.	10	679	627	659	+ 8%	+ 3%	20.6	5.1 (6)
Mont.	10	167	143	140	+ 17%	+ 19%	33.9	7.8 (8)
Neb.	10	252	202	218	+ 25%	+ 16%	22.8	5.4 (8)
Nev.	10	96	65	76	+ 48%	+ 26%	72.0	10.6 (7)
N. H.	10	65	53	63	+ 23%	+ 3%	14.6	4.2 (9)
N. J.	9	473	410	416	+ 15%	+ 14%	13.1	5.9 (9)
N. M.	10	262	223	220	+ 17%	+ 19%	46.2	11.7 (9)
N. Y.	10	1,561	1,493	1,427	+ 5%	+ 9%	12.6	5.6 (9)
N. C.	10	774	679	579	+ 14%	+ 34%	22.9	7.7 (8)
N. D.	**10**	**74**	**113**	**77**	**— 35%**	**— 4%**	**14.3**	**5.0 (8)**
Ohio	8	1,122	1,117	1,142	0	— 2%	21.2	6.2 (8)
Okla.	**10**	**400**	**427**	**417**	**— 6%**	**— 4%**	**21.5**	**6.4 (6)**
Ore.	9	290	229	319	+ 27%	— 9%	25.6	6.1 (8)
Pa.	**10**	**1,222**	**1,278**	**1,352**	**— 4%**	**— 10%**	**14.0**	**5.1 (8)**
R. I.	10	61	45	44	+ 36%	+ 39%	9.2	3.6 (9)
S. C.	10	518	442	421	+ 17%	+ 25%	29.4	10.8 (8)
S. D.	10	148	111	117	+ 33%	+ 26%	27.2	6.0 (4)
Tenn.	10	562	493	526	+ 14%	+ 7%	20.5	8.3 (9)
Texas	10	1,846	1,507	1,647	+ 22%	+ 12%	28.7	7.3 (8)
Utah	10	149	143	169	+ 4%	— 12%	26.0	6.3 (7)
Vt.	**10**	**46**	**55**	**61**	**— 16%**	**— 25%**	**14.6**	**4.9 (8)**
Va.	10	724	644	572	+ 12%	+ 27%	26.2	8.8 (8)
Wash.	10	402	347	410	+ 16%	— 2%	20.3	5.5 (9)
W. Va.	10	298	281	328	+ 6%	— 9%	17.8	7.3 (8)
Wis.	10	690	593	674	+ 16%	+ 2%	24.1	7.2 (8)
Wyo.	10	129	117	120	+ 10%	+ 8%	53.3	9.7 (8)
CANADIAN PROVINCES								
B. C.	7	59	82	84	— 28%	— 30%	12.5	— —
Man.	9	49	59	62	— 17%	— 21%	9.0	— —
Ont.	8	457	490	409	— 7%	+ 12%	18.2	— —
Sask.	9	59	64	66	— 8%	— 11%	8.9	— —

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or industrial premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1950 registration death rate which is the number per 10,000 registered vehicles. Vehicle registration figures are for the year 1949 and were supplied by R. L. Polk & Company.

Cities are ranked by death rates—from low to high. When two or more cities have exactly the same rate, ranking is by size of total vehicle registration—from large to small.

Note: Cities not yet reporting population figures based on the 1950 Census are indicated by daggers. Cities shown in heavy type have improved in 1950 compared with 1949.

The population death rate is the number of deaths reported annually per 100,000 population.

	Ten Months 1950	1949	1948	1950 Reg. Rate	1950 Pop. Rate
ALL REPORTING CITIES				3.2	9.1
Group I (1,000,000 and Over)					
1. Detroit, Mich.	150	136	151	3.2	9.8
2. Los Angeles, Calif.	214	211	230	3.2	15.1
All cities in this group				4.2	8.5
3. Philadelphia, Pa.	128	112	119	4.5	7.2
4. New York, N. Y.	422	461	449	4.7	6.5
5. Chicago, Ill.	313	326	395	5.1	10.4
Group II (750,000 to 1,000,000 Population)					
1. San Francisco, Calif.	43	45	72	2.3	6.8
2. Cleveland, Ohio	77	74	76	3.5	10.2
All cities in this group				3.4	8.8
3. St. Louis, Mo.	70	62	75	3.7	9.9
4. Washington, D. C.	54	54	45	3.9	8.2
5. Baltimore, Md.	68	61	60	4.0	8.7
Group III (500,000 to 750,000 Population)					
1. Minneapolis, Minn.	28	25	45	2.0	6.5
2. Milwaukee, Wis.	37	37	33	2.9	7.0
3. Buffalo, N. Y.	42	34	37	3.3	8.7
A l cities in this group				3.4	8.6
4. Pittsburgh, Pa.	41	56	76	3.5	7.3
5. Houston, Tex.	55	38	48	3.7	11.1
6. Cincinnati, Ohio	47	52	54	4.0	11.3
7. New Orleans, La.	42	50	48	5.0	8.9
Group IV (200,000 to 500,000 Population)					
1. Providence, R. I.	10	8	15	1.5	4.7
2. Syracuse, N. Y.	8	8	10	1.5	4.4
3. Rochester, N. Y.	16	18	20	1.7	5.8
4. St. Paul, Minn.	18	21	34	2.1	7.0
5. Atlanta, Ga.	21	39	25	2.2	7.7
6. Oklahoma City, Okla.	18	11	17	2.5	8.9
7. Seattle, Wash.	36	39	48	2.4	9.3
8. Honolulu, T. H.	17	17	22	2.4	8.6
9. Kansas City, Mo.	28	20	36	2.7	7.4
10. Dayton, Ohio	22	30	33	2.7	10.9
11. Oakland, Calif.	31	36	39	2.9	9.8
12. Portland, Ore.	30	21	38	2.9	12.6
13. Denver, Colo.	35	38	38	2.9	9.6
14. Omaha, Neb.	17	18	24	3.0	8.2
15. Toledo, Ohio	30	33	38	3.1	11.9
16. Dallas, Tex.	41	22	38	3.1	11.4
17. Long Beach, Calif.	27	30	35	3.1	13.3
All cities in this group				3.2	10.5
18. Akron, Ohio	24	21	30	3.2	10.5
19. Miami, Fla.	30	19	39	3.2	14.6
20. Richmond, Va.	19	16	15	3.3	9.9
21. Worcester, Mass.	15	11	10	3.5	7.7
22. Newark, N. J.	30	25	26	3.6	8.2
23. Columbus, Ohio	37	29	37	3.7	11.9
24. Louisville, Ky.	28	32	37	3.8	8.6
25. Indianapolis, Ind.	36	35	50	4.1	15.8
26. San Antonio, Tex.	39	40	48	4.2	11.5
27. Fort Worth, Tex.	32	34	23	4.4	13.9
28. Memphis, Tenn.	34	24	30	4.9	10.4
29. Birmingham, Ala.	33	25	34	5.6	13.5
30. San Diego, Calif.	30	41	34	6.1	18.7
Group V (100,000 to 200,000 Population)					
1. Allentown, Pa.	1	3	7	0.4	1.1
2. Wichita, Kans.	3	15	4	0.5	2.2
3. Lincoln, Neb.	2	3	4	0.8	2.4
4. Utica, N. Y.	2	5	8	0.9	2.4
5. Tampa, Fla.	4	12	7	1.1	3.9
6. Grand Rapids, Mich.	9	6	10	1.5	6.2
7. Springfield, Mass.	3	6	7	1.4	3.7
8. Austin, Tex.	3	7	8	1.6	4.5
9. Evansville, Ind.†	6	16	10	1.7	6.5
10. Waterbury, Conn.	4	7	4	1.7	4.6
11. Corpus Christi, Tex.	4	3	9	1.8	7.6
12. Phoenix, Ariz.	11	14	8	1.8	12.6
13. Canton, Ohio	7	5	10	1.9	7.2
14. Salt Lake City, Utah	11	23	15	2.0	7.3
15. South Bend, Ind.	8	16	14	2.1	8.3
16. Shreveport, La.	7	10	10	2.1	6.7
17. Kansas City, Kans.†	8	9	6	2.2	7.9
18. Berkeley, Calif.	7	22	2	2.3	7.5
19. Wilmington, Del.	7	9	5	2.3	7.6
20. Fort Wayne, Ind.	11	14	14	2.4	9.9
21. Trenton, N. J.	10	7	10	2.4	9.4
22. Reading, Pa.	7	12	10	2.7	7.7
23. Erie, Pa.	10	10	20	2.8	9.2
All cities in this group				2.8	9.2
24. Tacoma, Wash.	15	12	15	2.8	10.9
25. New Haven, Conn.	10	14	7	2.9	7.3
26. Bridgeport, Conn.	11	2	6	2.9	8.3
27. Sacramento, Calif.	17	21	17	3.0	15.2
28. Hartford, Conn.	12	6	5	3.1	8.2
29. Baton Rouge, La.	9	9	4	3.1	8.7
30. Youngstown, Ohio	14	16	24	3.2	10.0
31. Pasadena, Calif.	14	8	12	3.2	16.2
32. Yonkers, N. Y.	8	5	4	3.2	6.3
33. Spokane, Wash.	16	11	19	3.3	12.0
34. Peoria, Ill.	12	6	8	3.5	12.9
35. Duluth, Minn.	8	13	16	3.5	9.2
36. Arlington, Va.	11	3	4	3.5	9.8
37. Flint, Mich.	20	13	23	3.8	14.8
38. Little Rock, Ark.	9	5	14	3.9	10.5
39. Des Moines, Ia.	18	20	24	4.0	12.2
40. Lynn, Mass.†	7	2	5	4.2	7.1
41. Elizabeth, N. J.	10	4	4	4.3	10.6
42. Montgomery, Ala.	10	6	5	4.5	11.4
43. Norfolk, Va.	12	20	10	5.3	13.2
44. Jacksonville, Fla.	27	16	19	5.4	16.3
45. Richmond, Calif.†	14	6	5	5.4	16.6
46. Cambridge, Mass.	13	5	7	6.5	12.9
47. Chattanooga, Tenn.	20	11	16	7.0	18.4
48. Gary, Ind.	23	28	19	8.5	20.8
Group VI (50,000 to 100,000 Population)					
1. Berwyn, Ill.	0	2	2	0.0	0.0
2. Brookline, Mass.†	0	2	1	0.0	0.0
3. Wilkes-Barre, Pa.	1	4	2	0.6	1.6
4. East Orange, N. J.	1	2	2	0.6	1.5
5. Durham, N. C.†	1	6	3	0.6	1.7
6. Muskegon, Mich.	2	2	4	0.9	5.0
7. Medford, Mass.†	1	0	0	0.9	1.8
8. Pawtucket, R. I.†	2	0	2	1.1	5.0
9. Johnstown, Pa.	2	4	6	1.1	5.8
10. Mount Vernon, N. Y.	2	3	1	1.2	5.5
11. New Britain, Conn.†	2	1	1	1.2	3.2
12. Topeka, Kans.†	3	2	1	1.3	4.5
13. Winston-Salem, N. C.	3	4	5	1.3	4.1
14. Jackson, Mich.	3	2	1	1.5	7.0
15. Binghamton, N. Y.	3	5	5	1.4	4.4
16. Springfield, Ohio	3	8	6	1.4	4.6
17. Kalamazoo, Mich.†	3	5	9	1.4	9.3
18. San Jose, Calif.	6	9	12	1.4	7.6
19. New Rochelle, N. Y.†	2	1	0	1.5	4.7
20. Joliet, Ill.	3	6	4	1.5	6.9
21. Huntington, W. Va.†	3	5	4	1.6	4.6
22. Racine, Wis.	3	6	5	1.7	5.1
23. Orlando, Fla.†	4	1	3	1.7	9.4
24. Passaic, N. J.	2	0	4	1.8	4.2
25. Fresno, Calif.	9	8	6	1.8	11.9
26. Columbus, Ga.	3	4	6	1.8	4.5
27. Portland, Me.	3	3	5	1.8	4.7
28. Battle Creek, Mich.	4	2	4	1.8	9.9
29. Green Bay, Wis.	3	4	11	1.8	6.9
30. Springfield, Mo.	4	2	2	1.9	6.7
31. Santa Monica, Calif.	4	7	10	1.9	6.8
32. Bay City, Mich.†	5	5	2	1.9	6.2
33. Alameda, Calif.	3	2	4	1.9	5.8
34. Lancaster, Pa.	4	2	6	2.0	7.5
35. Roanoke, Va.	4	10	5	2.0	5.3
36. San Bernardino, Calif.†	5	12	17	2.1	10.7
37. Covington, Ky.	3	3	6	2.1	5.6
38. Columbia, S. C.	6	5	10	2.2	8.4
39. Cedar Rapids, Ia.	5	1	5	2.5	8.3
40. St. Petersburg, Fla.†	8	4	10	2.6	11.3
41. Anderson, Ind.†	4	4	5	2.6	9.6
42. Charleston, S. C.	4	5	3	2.7	7.0
43. St. Joseph, Mo.	5	3	14	2.7	7.9
All cities in this group				2.8	9.4
44. Glendale, Calif.	10	9	9	2.8	12.6
45. Greensboro, N. C.†	6	8	3	2.8	8.9
46. Saginaw, Mich.†	9	12	10	2.8	11.3
47. Davenport, Ia.	6	5	6	2.9	9.8
48. Oak Park, Ill.	5	1	2	2.9	9.5
49. Sioux City, Ia.	6	5	8	3.0	8.7
50. Rockford, Ill.	11	9	7	3.0	14.3
51. Brockton, Mass.	4	7	2	3.1	7.4
52. Hamilton, Ohio†	5	9	2	3.1	11.9
53. Springfield, Ill.	9	11	8	3.3	13.4
54. Pueblo, Colo.	6	3	8	3.3	11.3
55. East Chicago, Ind.†	3	9	10	3.3	6.6
56. Lakewood, Ohio	6	1	2	3.3	10.6
57. Decatur, Ill.†	7	7	0	3.3	14.2
58. Manchester, N. H.	5	3	6	3.3	7.3
59. Evanston, Ill.	6	0	4	3.4	9.9
60. Charleston, W. Va.	8	7	8	3.5	13.2
61. Lorain, Ohio†	5	4	4	3.5	10.8
62. Madison, Wis.	9	4	6	3.7	11.3
63. Macon, Ga.	7	2	4	3.8	12.0
64. Jackson, Miss.†	9	6	6	3.9	17.4
65. Albuquerque, N. M.	12	8	5	3.9	14.7
66. Stamford, Conn.	6	2	6	4.0	9.8
67. Muncie, Ind.	8	4	10	4.4	16.4
68. Pontiac, Mich.†	13	5	7	4.5	20.9
69. Hamtramck, Mich.†	3	6	9	4.8	6.4
70. Raleigh, N. C.	11	7	4	5.0	20.5
71. Hammond, Ind.†	9	14	21	5.0	15.4
72. Dearborn, Mich.†	15	13	12	5.0	24.7
73. Terre Haute, Ind.	11	10	7	5.2	20.6
74. Highland Park, Mich.†	6	4	6	5.6	14.2
75. Clifton, N. J.	8	5	3	5.7	14.9
76. Waterloo, Ia.†	11	2	5	5.9	25.5
77. Portsmouth, Va.	8	4	4	6.1	15.5
78. Cicero, Ill.	10	4	10	6.4	17.9
79. Gadsden, Ala.	7	6	3	8.8	15.2
80. Wheeling, W. Va.†	12	4	7	9.0	22.7
81. Atlantic City, N. J.†	9	4	2	9.0	16.2
Group VII (25,000 to 50,000 Population)					
1. Beverly Hills, Calif.	0	3	1	0.0	0.0
2. White Plains, N. Y.†	0	3	3	0.0	0.0
3. Figin, Ill.	0	5	4	0.0	0.0
4. Wyandotte, Mich.	0	2	3	0.0	0.0
5. Dubuque, Ia.	0	4	5	0.0	0.0
6. Independence, Mo.	0	4	3	0.0	0.0
7. Lakeland, Fla.†	0	3	2	0.0	0.0
8. W. Hartford, Conn.†	0	1	3	0.0	00.
9. Newport News, Va.†	0	4	1	0.0	0.0
10. Rome, N. Y.	0	3	4	0.0	0.0
11. Manitowoc, Wis.	0	1	4	0.0	0.0
12. Hamden, Conn.†	0	1	1	0.0	0.0
13. Shaker Heights, Ohio	0	1	3	0.0	0.0
14. Teaneck, N. J.	0	1	1	0.0	0.0
15. Mt. Lebanon, Pa.	0	0	0	0.0	0.0
16. Belmont, Mass.†	0	0	0	0.0	0.0
17. Tucson, Ariz.	1	7	2	0.3	2.7
18. Ann Arbor, Mich.	1	0	2	0.7	2.5
19. Billings, Mont.	1	2	4	0.8	3.8
20. High Point, N. C.†	1	1	0	0.8	3.1
21. Bloomfield, N. J.	1	1	0	0.9	2.4
22. Oshkosh, Wis.	1	5	5	1.0	2.9
23. Clarksburg, W. Va.†	1	0	3	1.1	3.9
24. Chicopee, Mass.	1	1	1	1.1	2.5
25. Colorado Spgs., Colo.	2	3	4	1.1	5.3
26. Waltham, Mass.	1	1	1	1.1	2.5
27. Wausau, Wis.†	1	2	2	1.1	3.6
28. Montclair, N. J.†	1	0	1	1.2	3.0
29. Manchester, Conn.	1	0	5	1.2	3.5
30. Bristol, Conn.†	1	1	1	1.2	3.6
31. West Allis, Wis.	2	2	4	1.2	5.6
32. Pensacola, Fla.†	2	5	0	1.2	5.1
33. Mason City, Ia.†	1	1	1	1.2	4.1
34. Torrington, Conn.†	1	0	1	1.2	4.1
35. Fond du Lac, Wis.	1	0	2	1.2	4.0
36. Hackensack, N. J.	1	2	1	1.3	4.1
37. Oak Ridge, Tenn.	1	0	0	1.3	4.0
38. Provo, Utah	1	4	1	1.4	4.2
39. Pouchkeepsie, N. Y.	1	1	0	1.5	5.9
40. Winona, Minn.	1	1	3	1.5	4.8
41. Vallejo, Calif.†	2	3	0	1.6	5.6
42. Middletown, Conn.†	1	1	4	1.6	4.2
43. Palo Alto, Calif.†	2	3	1	1.6	8.6
44. Jamestown, N. Y.	2	3	11	1.7	5.5
45. Wauwatosa, Wis.	2	2	0	1.7	7.4
46. Concord, N. H.	2	1	1	1.8	5.3
47. Belleville, Ill.	2	4	5	1.8	7.3
48. Fairfield, Conn.	1	1	5	1.9	3.9
49. Royal Oak, Mich.	3	5	5	2.0	7.7
50. Meriden, Conn.	2	3	4	2.0	5.5
51. Cheyenne, Wyo.	2	2	2	2.1	7.5
52. Watertown, N. Y.†	2	2	2	2.1	7.2
53. Bloomington, Ill.	2	3	2	2.1	7.0
54. Galesburg, Ill.	2	2	4	2.2	7.6
55. Alexandria, Va.†	3	1	2	2.2	10.2
56. Vancouver, Wash.	3	4	2	2.3	9.7
57. Barberton, Ohio	2	1	12	2.3	8.6
58. Boise, Idaho	4	0	1	2.3	14.0
59. Steubenville, Ohio	2	1	2	2.3	6.7
60. Central Falls, R. I.†	1	3	0	2.4	4.8
61. Mansfield, Ohio	4	4	3	2.4	10.1
62. Kingston, N. Y.†	2	4	0	2.4	8.4
63. Plainfield, N. J.	3	4	1	2.5	8.5

	Ten Months 1950	1949	1948	1950 Reg. Rate	1949 Pop. Rate
64. Kokomo, Ind.†	3	4	1	2.5	10.7
All cities in this group				2.5	8.7
65. St. Cloud, Minn.	2	2	1	2.6	8.5
66. Waukegan, Ill.	3	3	3	2.6	9.3
67. Great Falls, Mont.	3	0	8	2.7	9.2
68. Marion, Ohio†	3	1	0	2.8	10.6
69. Parma, Ohio	2	0	0	2.8	8.5
70. New Kensington, Pa.	2	1	0	2.8	9.5
71. Rock Island, Ill.†	4	1	2	2.9	11.2
72. Elkhart, Ind.†	4	4	1	2.9	14.4
73. Eau Claire, Wis.	3	2	0	2.9	10.0
74. Ft. Lauderdale, Fla.	4	1	8	2.9	15.3
75. West Orange, N. J.†	2	2	1	2.9	9.3
76. Tallahassee, Fla.	3	2	1	3.0	13.2
77. Middletown, Ohio	3	4	0	3.0	10.7
78. Arlington, Mass.	3	1	3	3.1	8.2
79. San Leandro, Calif.†	4	2	2	3.2	18.0
80. Riverside, Calif.	6	8	8	3.3	15.5
81. Fargo, N. D.†	3	1	1	3.3	11.0
82. Zanesville, Ohio†	4	2	5	3.3	12.0
83. Parkersburg, W. Va.	3	3	8	3.4	8.9
84. Burlington, Ia.	3	2	1	3.4	11.8
85. Fitchburg, Mass.	3	2	3	3.5	8.4
86. Beloit, Wis.	3	2	1	3.5	12.2
87. New London, Conn.†	3	1	2	3.6	10.8
88. La Crosse, Wis.	4	4	1	3.6	10.1
89. Elmira, N. Y.	5	2	1	3.6	12.1
90. Norwich, Conn.	3	4	2	3.7	9.6
91. Everett, Wash.	3	4	3	3.8	17.8
92. Rapid City, S. D.	3	4	3	3.9	14.5
93. Petersburg, Va.	3	1	5	4.0	10.3
94. Newburgh, N. Y.	4	1	6	4.0	15.0
95. Orange, N. J.†	3	2	2	4.1	10.1
96. Stratford, Conn.	3	0	2	4.2	10.0
97. Norwalk, Conn.	3	3	3	4.4	7.3
98. Ferndale, Mich.	4	1	5	4.4	16.2
99. San Mateo, Calif.	6	2	3	4.8	15.3
100. Tuscaloosa, Ala.†	4	6	4	5.0	13.0
101. Council Bluffs, Ia.†	6	5	2	5.3	17.4
102. Portsmouth, Ohio†	5	5	8	5.5	14.8
103. Moline, Ill.†	6	5	3	5.7	20.8
104. Appleton, Wis.	6	0	1	5.7	21.2
105. East Hartford, Conn.	4	1	0	5.8	16.4
106. Lr. Merion Twp., Pa.†	6	11	4	5.8	16.0
107. Superior, Wis.	4	1	2	6.1	15.7
108. Sandusky, Ohio	6	3	7	6.4	14.7
109. Warren, Ohio	12	1	2	7.0	29.0
110. Granite City, Ill.	5	0	4	7.4	20.6
111. West Haven, Conn.†	5	1	4	7.4	18.6
112. Fairmont, W. Va.†	9	4	2	10.7	39.9
113. Kearny, N. J.	8	3	1	14.9	24.1
114. Greenwich, Conn.	11	6	4	16.9	32.6

Group VIII (10,000 to 25,000 Population)

1. Walla Walla, Wash.	0	3	2	0.0	0.0
2. Benton Harbor, Mich.	0	4	4	0.0	0.0
3. Salisbury, N. C.†	0	1	1	0.0	0.0
4. Waukesha, Wis.	0	1	5	0.0	0.0
5. Freeport, Ill.	0	0	2	0.0	0.0
6. Richland, Wash.	0	0	0	0.0	0.0
7. Vincennes, Ind.	0	3	5	0.0	0.0
8. Ames, Iowa	0	0	0	0.0	0.0
9. Webster Groves, Mo.	0	0	0	0.0	0.0
10. Marietta, Ohio	0	2	0	0.0	0.0
11. Stillwater, Okla.	0	1	0	0.0	0.0
12. Connersville, Ind.†	0	3	3	0.0	0.0
13. Johnson City, N. Y.	0	1	0	0.0	0.0
14. Albert Lea, Minn.	0	0	2	0.0	0.0
15. Hibbing, Minn.†	0	0	2	0.0	0.0
16. Martinsburg, W. Va.†	0	1	2	0.0	0.0
17. Brainerd, Minn.†	0	0	1	0.0	0.0
18. Reidsville, N. C.	0	0	1	0.0	0.0
19. Orangeburg, S. C.	0	1	1	0.0	0.0
20. Highland Park, Ill.	0	3	2	0.0	0.0
21. Cranford, N. J.	0	2	0	0.0	0.0
22. McAlester, Okla.	0	1	0	0.0	0.0
23. Arkansas City, Kans.	0	1	0	0.0	0.0
24. Fergus Falls, Minn.	0	0	1	0.0	0.0
25. Highland Park, Tex.†	0	0	0	0.0	0.0
26. Annapolis, Md.	0	0	0	0.0	0.0
27. Atchison, Kans.†	0	3	0	0.0	0.0
28. Logan City, Utah	0	1	3	0.0	0.0
29. Winnetka, Ill.	0	1	0	0.0	0.0
30. Whiting, Ind.†	0	1	1	0.0	0.0
31. Hawthorne, N. J.	0	0	2	0.0	0.0
32. Willimantic, Conn.†	0	2	0	0.0	0.0
33. Needham, Mass.	0	1	0	0.0	0.0
34. Brookfield, Ill.	0	3	2	0.0	0.0
35. Bristol, Va.	0	1	2	0.0	0.0
36. Swampscott, Mass.†	0	0	0	0.0	0.0
37. Beacon, N. Y.	0	0	1	0.0	0.0
38. Ridgefield Pk., N. J.	0	0	0	0.0	0.0
39. Webster, Mass.	0	0	1	0.0	0.0
40. Derby, Conn.	0	1	2	0.0	0.0
41. Lake Charles, La.†	1	1	0	0.7	5.7
42. Kenmore, N. Y.†	1	0	1	0.9	6.5
43. Kingsport, Tenn.	1	2	4	1.1	6.1
44. Kankakee, Ill.†	1	1	0	1.2	5.4
45. Danbury, Conn.†	1	0	1	1.2	5.2
46. Lockport, N. Y.	1	0	1	1.2	4.8
47. Morgantown, W. Va.†	1	0	1	1.2	7.7
48. Janesville, Wis.	1	2	5	1.3	4.8
49. Austin, Minn.	1	2	1	1.3	5.2
50. Meadville, Pa.	1	0	0	1.4	6.3
51. La Porte, Ind.	1	2	3	1.4	6.9
52. East Liverpool, Ohio	1	3	0	1.5	5.0
53. Sumter, S. C.†	1	2	0	1.5	7.5
54. Wooster, Ohio	1	0	0	1.5	8.6
55. La Grange, Ill.	1	1	0	1.5	10.0
56. Rahway, N. J.	1	5	5	1.6	5.6
57. Chicago Heights, Ill.	1	1	5	1.6	4.9
58. Frankfort, Ind.	1	5	1	1.6	8.0
59. Aberdeen, S. D.	1	0	2	1.7	5.7
60. Owosso, Mich.†	1	1	0	1.7	8.3
61. Klamath Falls, Ore.	2	2	0	1.7	15.2
62. Streator, Ill.	1	1	0	1.8	7.3
63. Bluefield, W. Va.†	1	1	3	1.9	5.8
64. Kinston, N. C.	1	0	1	1.9	6.5
65. Ottawa, Ill.	1	0	2	1.9	7.1
66. Sterling, Ill.	1	2	0	2.0	9.4
67. Fostoria, Ohio†	1	3	0	2.0	7.4
68. Bismarck, N. D.	1	0	0	2.0	6.5
69. Butler, Pa.	2	2	3	2.0	10.2
70. So. St. Paul, Minn.	1	2	1	2.0	7.5
71. Beckley, W. Va.	1	1	3	2.1	6.2
72. Bristol, Pa.†	1	2	1	2.1	9.0
73. Faribault, Minn.	1	0	0	2.2	7.5
74. Bloomington, Ind.	2	0	1	2.2	8.5
75. Uniontown, Pa.	2	0	0	2.2	11.8
76. Watertown, Wis.	1	0	3	2.2	9.7
77. Alpena, Mich.	1	1	3	2.2	9.2
All cities in this group				2.3	9.4
78. Norfolk, Neb.†	1	0	1	2.3	11.4
79. Gardner, Mass.	1	3	2	2.4	6.1
80. Birmingham, Mich.	2	2	0	2.4	15.6
81. Ypsilanti, Mich.	2	0	3	2.4	13.1
82. Modesto, Calif.	3	3	4	2.5	34.7
83. Beaver Dam, Wis.	1	0	0	2.6	10.2
84. Ponca City, Okla.	3	1	0	2.6	11.9
85. Sioux Falls, S. D.	4	3	3	2.8	9.2
86. Rye, N. Y.	1	1	1	2.8	10.4
87. Fremont, Ohio†	1	2	2	2.9	16.3
88. Rock Hill, S. C.†	2	2	0	2.9	16.0
89. Holland, Mich.†	5	0	0	3.1	24.7
90. Moundsville, W. Va.†	1	0	3	3.3	8.5
91. Goshen, Ind.	2	0	0	3.5	18.6
92. Jacksonville, Ill.	2	3	3	3.5	11.8
93. Peru, Ind.	2	1	0	3.6	18.0
94. Grosse Pte. Pk., Mich.	2	2	1	3.7	18.5
95. Shelton, Conn.	1	0	0	3.7	9.6
96. Fort Myers, Fla.†	2	3	4	3.7	18.8
97. So. Milwaukee, Wis.	1	2	0	3.7	9.4
98. Ashland, Wis.†	1	1	0	4.1	8.3
99. Daytona Beach, Fla.†	4	3	11	4.4	21.2
100. Niles, Ohio	2	1	2	4.4	14.3
101. Naugatuck, Conn.	2	0	0	4.4	13.7
102. Port Chester, N. Y.	3	1	1	4.5	15.0
103. Huntington, Ind.	3	0	1	4.5	24.7
104. Sweetwater, Tex.†	2	1	1	4.7	23.1
105. Chillicothe, Ohio	4	3	3	4.9	23.9
106. East Moline, Ill.†	2	1	1	4.9	19.4
107. Elmwood Park, Ill.	2	1	2	5.0	12.8
108. Fort Madison, Ia.	2	0	0	5.1	16.0
109. Las Vegas, Nev.	4	1	2	5.2	19.7
110. S. Charleston, W. Va.†	2	1	1	5.2	21.1
111. Ansonia, Conn.	2	0	1	5.5	12.8
112. Minot, N. D.†	3	0	0	5.6	14.5
113. Griffin, Ga.†	3	1	1	6.1	22.2
114. Leominster, Mass.	3	0	2	6.2	14.9
115. Redlands, Calif.	4	2	2	6.2	26.1
116. Virginia, Minn.	2	0	2	6.3	19.5
117. Stevens Point, Wis.	3	0	2	6.8	21.7
118. Astoria, Ore.	4	2	1	7.3	39.3
119. Wilmette, Ill.	4	3	2	7.8	26.4
120. Muskegon Hgts., Mich.	4	0	1	8.3	25.5
121. La Salle, Ill.	3	1	2	9.4	30.0
122. Mamaroneck, N. Y.	4	0	0	10.7	32.0
123. Massena, N. Y.†	4	0	1	11.3	42.5
124. Wallingford, Conn.†	6	0	2	16.4	63.2
125. Saugus, Mass.†	6	3	2	17.1	48.6
CANADIAN CITIES					
Toronto, Ont.†	34	39	36		6.2
Montreal, Que.†	73	58	85		9.9
Vancouver, B. C.†	29	25	20		12.8

The Traffic Toll

From Page 33

per cent. Of eight population groups, five reported improvements.

For 10 months, deaths were up 6 per cent over the corresponding period a year ago. Only two of the population groups showed any improvement during this longer period and in both instances this was only 2 per cent.

The experience of cities by size groups is summarized in the following table:

Population Group	Per Cent Change, 1949-1950 October	10 Months
All reporting cities	— 3%	+ 6%
Over 1,000,000	— 5%	— 2%
750,000 to 1,000,000	— 6%	+ 5%
500,000 to 750,000	+25%	+16%
200,000 to 500,000	— 7%	+10%
100,000 to 200,000	—27%	— 2%
50,000 to 100,000	+17%	+15%
25,000 to 50,000	+15%	+14%
10,000 to 25,000	—14%	+17%

Of the 415 cities reporting for October, the number having increases in deaths for that month totaled 98 and decreases were recorded by 94, respectively, while 223 cities reported no change.

Perfect records for the month were reported by 258 of the cities. The largest was Akron, Ohio (273,200), the second largest was Providence, R. I., (254,000), and Honolulu, T.H. (236,100), was third.

For 10 months, 150 cities reported decreases, 195 had increases, and 70 showed no change. At the 10-month mark, only 58 cities still had perfect records. The three largest in order were Brookline, Mass. (56,900), Berwyn, Ill. (51,200), and Dubuque, Ia. (49,500).

Seventeen cities with populations of more than 200,000 reported decreases for the first 10 months of 1950 as compared with the corresponding period in 1949. They were:

City	Per Cent Change, 10 Months 1949-1950
Atlanta, Ga.	—46%
Pittsburgh, Pa.	—27%
Dayton, Ohio	—27%
St. Paul, Minn.	—17%
Oakland, Calif.	—14%
Denver, Colo.	—13%
Louisville, Ky.	—13%
Rochester, N. Y.	—11%
Long Beach, Calif.	—10%
Toledo, Ohio	— 9%
New York, N. Y.	— 9%
Seattle, Wash.	— 8%
Ft. Worth, Tex.	— 6%
Omaha, Neb.	— 6%
San Francisco, Calif.	— 4%
Chicago, Ill.	— 4%
San Antonio, Tex.	— 3%

Among cities of more than a million population, at the end of 10 months of 1950, Detroit and Los Angeles shared honors as safest, on the basis of their registration death rates (deaths per 10,000 registered vehicles).

In each of the next four population groups, the leading cities were San Francisco, Minneapolis, Providence, R. I., and Allentown, Pennsylvania.

In the last three population groups, the leading cities—all with perfect records—were Berwyn, Ill., Beverly Hills, Calif., and Walla Walla, Wash.

Traffic Engineering in Smaller Cities

From Page 7

Assignment of Traffic Engineering Responsibility

It was anticipated that relatively few cities in the selected population bracket would have full-time traffic engineering personnel. Accordingly, the fourth, and most important question, was designed to determine which of the existing city departments was responsible for various traffic engineering functions. A complete analysis of the replies was charted. In a few instances a dual responsibility was indicated. Although the traffic engineer was shown as a separate entity, his primary duty was noted as city engineer.

The installation of traffic control devices (signs, signals, markings) appears to be the primary responsibility of the police (39 per cent), with the engineering (22 per cent) and electrical (28 per cent) departments sharing a substantial portion of the responsibility.

The Engineering Department (44 per cent) and the Electrical Department (45 per cent), as to be expected, equally share responsibilities for street lighting.

Accident records (87 per cent) and application of traffic regulations (78 per cent) to include curb parking, one-way streets, pedestrian control, etc., are primary responsibilities of the police.

Traffic surveys and studies are also handled principally by the police (47 per cent) and to a slightly less degree by the Engineering Department (31 per cent).

Channelization and intersection redesign responsibility is largely allocated to the Engineering Department (51 per cent) with a substantial portion assigned to the police (25 per cent). Other traffic design functions follow the same general pattern.

Of special note is the fact that the Electrical Department has no responsibilities outside of traffic control devices and street lighting. It should also be noted that the Planning Commission (sometimes referred to in the replies as Traffic and Transportation Commission) held very little responsibility in connection with devices, lighting, accident records, and regulations, but assumed increasing responsibilities in connection with the "planning" function of surveys and studies, channelization and intersection redesign, and other traffic design.

A complete analysis of all functions reveals that the Police Department retains the lion's share, 44 per cent, the combined Engineering Department and traffic engineer 37 per cent, the Electrical Department 10 per cent, and the Planning Commission 9 per cent.

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(Enclosed envelope is for your convenience in returning this questionnaire)

I. Is there a traffic engineer in your city? Yes_____ No_____

II. If answer to the first question is *YES* to which of the following Municipal Departments is your traffic engineer assigned (check one):

A. Separate Department? .....
B. Engineering Department? .....
C. Police Department? .....
D. Electrical Department? .....
E. Planning Commission? .....
F. Other .....

Please attach a copy of your local ordinance or administrative order outlining the duties and responsibilities of your traffic engineer, or person acting in this capacity, and the required qualifications for the position.

III. If answer to the first question is NO, what is the principal reason why you do not have a traffic engineer?

IV. Who performs the following traffic engineering functions? Check under the appropriate heading for each.)

	Traf. Engr.	Engr. Dept.	Pol. Dept.	Elec. Dept.	Plan Comm.
A. Installation of traffic control devices (signs, signals, markings)					
B. Street lighting					
C. Analysis of accident records					
D. Application of traffic regulations (curb parking, 1-way streets, pedestrian control, etc.)					
E. Traffic Surveys and studies					
F. Channelization and intersection redesign					
G. Other traffic design					

V. If no traffic engineering services are available, how do you consider that they should be obtained (check one):

A. By hiring a full-time traffic engineer? .....
B. By sustained consulting service? .....
C. By assistance from State Highway Depts.? .....
D. Other? (explain) .....

VI. Have traffic surveys and studies been made for your city in recent years? Yes_____ No_____

If answer is YES, indicate type of study, who made them, and dates. (Use back of sheet if necessary).

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How Traffic Engineering Services Are Obtained

The fifth question was phrased to determine how traffic engineering services should be obtained if none were available within the city structure. Only 37 of the 65 cities submitted answers to this question. An analysis of their replies was made. Six cities, or 16 per cent, felt that a full-time traffic engineer was the best method of making traffic engineering services available. Since 3 of these cities already employed a full-time traffic engineer, there remain 3 additional cities who may be contemplating employment of a traffic engineer. Thirteen cities, or 35 per cent, indicated a de-

[1] The Organization of Official Traffic Agencies in Cities & States," 1946, The Eno Foundation, Saugatuck, Conn.; "Traffic Engineering Functions and Administration," 1948, Public Administration Service, 1313 E. 60th St., Chicago 37, Ill.; "Report of Committee on Engineering," The President's Highway Safety Conference, 1949, Supt. of Documents, U. S. Government Printing Office, Washington 25, D. C.

[2] Act V, The Uniform Vehicle Code and Model Traffic Ordinance, Supt. of Documents, U. S. Government Printing Office, Washington 25, D. C.

[3] Published annually by International City Managers Association.

[4] Reference is made to a recent study entitled "State-City Relationships in Highway Affairs," 1950, Yale University Press, New Haven, Conn.

sire for sustained consulting service to assist in the solution of their traffic problem. Fourteen cities, or 38 per cent believed that traffic engineering services could best be provided by assistance from state highway departments. Three cities were of the opinion that cooperative effort of their several existing departments was the answer, and one city was firmly convinced that one of their young engineers should be sent to school for specialized training.

Extent of Traffic Surveys and Studies

The final question related indirectly to the preceding question and sought to determine if traffic surveys and studies had been made for the city in recent years, and if so, the type of study and by whom they were made. Of the 65 cities reporting, 50, or 77 per cent, reported a traffic survey, and 15, or 23 per cent, reported no traffic studies in recent years. An interesting analogy drawn from the replies showed that 16 cities failing to answer the preceding question on availability of traffic engineering services, reported that traffic surveys had been conducted by the State Highway Department in recent years.

Conclusions

As a result of the return from the questionnaire it may be concluded that cities in the 25,000 to 50,000 population group, generally speaking:

1. do not have full-time traffic engineers;
2. have no need, desire, or justification for employing a traffic engineer;
3. allocate any traffic engineering functions principally to their Engineering and Police Departments;
4. favor the provision of traffic engineering services by State Highway Departments or sustained consulting service; and
5. have been exposed to numerous traffic surveys and studies during recent years.

Based on the above conclusions, many conversations with state traffic engineers and traffic engineering consultants, and information secured through regular correspondence channels at Institute headquarters, it is the personal opinion of the author that cities below 50,000 population, with a few exceptions, do not require full-time traffic engineering services at the present time. However, even in these cities, the application of proven engineering techniques to the traffic problem is *essential* if congestion is to be alleviated, traffic control and operation improved and accidents reduced.

It is therefore suggested that cities below 50,000 population:

(1) adopt, in principle, the recommendation of the Committee on Engineering of the President's Highway Safety Conference, referred to in this article;

(2) make every effort to obtain specilized traffic engineering knowledge and training for the city engineer or an engineer on his staff responsible for traffic engineering work;

(3) assign increasing responsibility for all traffic engineering functions to the Engineering Department; and

(4) obtain technical traffic engineering assistance by:
   (a) seeking assistance from the traffic engineer on the staff of the state highway department and/or,
   (b) retaining a consulting traffic engineer on an annual contract basis.

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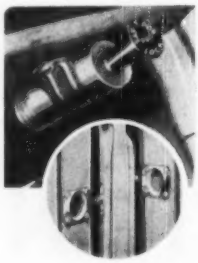
NEW PRODUCTS

Manufacturers are invited to send in announcements of new products, or improved special features. Only items which can be considered as "news" to our readers will be published. Additional information on these news items may be obtained by writing direct to the manufacturer. It will help in identifying the product to mention these announcements.

AUTO-SAFETY DOOR LOCK

The Wright Saf-T-Dor Lock, manufactured by Accurate Tool and Engineering Co., 640 Tenth Ave., San Diego 1, Calif., is a vacuum-operated, electro-magnet-controlled, safety device that supplements standard automobile door locks. With this device installed, the car doors automatically lock when the motor is started. The locks automatically release when the ignition is turned off. While the motor is running, the driver has control of all doors while seated behind the steering wheel and may allow passengers to enter or leave the car by pulling the knob or control valve attached to the instrument panel. The lock does not interfere with operation of car's regular latches.



This device is easy to install and has been designed to prevent: children opening doors and falling out; passengers opening doors before the car comes to a complete stop; doors opening when car swerves suddenly or at time of impact; and unwanted persons entering the car at traffic signals. The locks can be installed on any make of car, with doors opening from either direction. They do not affect engine performance or decrease efficiency of windshield wiper. Check valve in the vacuum supply line creates a sealed system. Packaged complete with models for: four-door cars; two door cars; police cars and taxicabs. The lock is not installed on the driver's door.

A new life-saving apparatus for police and fire departments, ambulance crews, hospitals, physicians and industrial plant safety has been developed by Mine Safety Appliances Co., Braddock, Thomas & Meade Sts., Pittsburgh, Pa. An "automatic breathing instrument," the portable apparatus is used for victims of drowning, electric shock, poisonous or suffocating gases, heart attacks, overdoses of drugs or any kind of asphyxiation. Called the "Pneolator," it consists of a rubber and plastic facepiece connected to two valves by two four-foot lengths of corrugated rubber tubing. One of the valves administers oxygen with positive pressure at regular intervals, cycling automatically. The other valve lets oxygen flow only when the patient inhales and stops the flow on exhalation. The valves are arranged so they

interchange automatically, depending upon whether or not the victim is breathing.

The artificial respiration valve delivers oxygen at a pre-set pressure to the lungs of the victim whose breathing has stopped. It does not suck air from the lungs, however, because this action could be harmful in some cases. Instead, when the proper amount of oxygen has been admitted into the lungs, the valve shuts off and lets the elastic walls of the lungs and the flexible muscles of the diaphragm and chest handle exhalation by natural recoil.

If the patient is breathing, the inhalator demand valve automatically admits as much oxygen as the patient can inhale. When he exhales the valve stops the flow until he again inhales. The pressure of the oxygen administered by the cycling valve can be varied to meet a wide range of conditions. The pressure regulating valve gauge is calibrated to show pressures in terms of centimeters of water. The cycling valve can be set at the low range to admit a gentle five centimeters, approximately 1.2 ounces pressure per square inch more than atmospheric pressure at sea level of 14.7 pounds. High setting of the valve is 30 centimeters, or 7.2 ounces pressure per square inch above atmospheric. The Pneolator operates on positive pressure only because mechanically induced negative pressure in the lungs has a tendency to increase flow of fluid if tissues are swollen or irritated. The unit is packed, ready to use, in a fiberglass carrying case that is strong enough to withstand the weight of an auto. In the case is a 22-cubic-foot tank of oxygen, approximately enough for a half-hour's use. The main valve connections, however, are arranged to permit attachment of additional oxygen supply from any outside source without disconnecting the regular tank. The entire assembly, with case, weighs approximately 41 pounds.

COMMUNICATION SYSTEM

Two new RCA Fleetfone Station Equipments for fixed-station use in the communications systems of police and fire departments, bus and truck companies, public utilities, and other services requiring effective coverage over relatively large areas were announced by Mobile Communications Section, RCA Engineering Products Dept., Camden, N. J.

The new equipment, both designed for adjacent channel operation in the 30-50 megacycle band, includes a general purpose 70-watt Fleetfone Station Equipment and a 250-watt Fleetfone Station Equipment for large metropolitan systems or rural applications demanding coverage of extensive areas. The 70-watt unit consists of an RCA Type CT-10A transmitter and an RCA Type CR-15A station receiver, each mounted on an individual chassis, housed with associated power supplies in a single 63-inch cabinet. The transmitter has a power output of 70 watts over the entire range of 30 to 50 megacycles. The frequency is very precisely controlled by means of an RCA ovenless crystal unit. A crystal tuning capacitor permits slight variations in frequency over a range of plus or minus .01 per cent. The use of new, additional, and more sharply tuned circuits in the multiplier stages greatly reduces the emission of carrier subharmonics.

Anderson Company Rewards Safety Plugs

Effort was made recently to draw another group into the fight against traffic accidents when a Nationwide Memorial Safety Service Reward plan was launched by The Anderson Company, Gary, Ind., manufacturers of windshield wiper blades, arms and motors.

Cash rewards are offered, and several hundred are being paid each month to service station and garage men, in a plan that combines sales promotion with public service. Along with their line-of-duty activities, these men are encouraged to be more alert to unsafe conditions on cars and trucks they service.

The Memorial Safety Service Reward plan offers 31,500 rewards totaling more than one million dollars. They are in memory of the 31,500 men, women and children killed in traffic accidents last year. When new windshield wiper blades or arms are needed and installed, the service man reports the car's license number and thereby becomes eligible for an award. If the license number matches one on a pre-selected, secret list, the man receives from $10 to $1,000. Equipment installed may be from any manufacturer, not just The Anderson Company.

Thomas Named Ry. Express Safety Director

E. S. Thomas has been appointed a Safety Director of the Railway Express Agency, assigned to the Southern Departments, J. M. Shanaphy, manager of the Safety Department of the agency, announced.

With headquarters in Atlanta, Ga., Thomas will supervise the safety program maintained by the express agency on a nationwide scale to reduce and eliminate needless accidents and

deaths through lack of knowledge or carelessness in the face of routine hazards, Shanaphy said.

Working in close cooperation with the National Safety Council, the Railway Express safety program is an integral part of the fight against injury and death being carried on throughout the country by many other industries and civic organizations.

Two Traffic Safety Films Now Available

"Screw Drivers and Screw Jays," which portrays some of the foolhardy acts typical of thoughtless motorists and pedestrians, has been modernized and re-issued by the Shell Oil Company.

Since 1940, the film has been shown 70,000 times to approximately 10 million persons. A 16-millimeter sound film, it is free of commercialism and was produced in cooperation with the National Safety Council. It is available free of charge to responsible organizations from the Shell Oil Co. Address Public Relations Department, 50 West 50th Street, New York 20, N. Y., or 100 Bush Street, San Francisco, Calif.

"Safe on Two Wheels," which covers every phase of bicycle operation, illustrates skillful riding techniques, rules of the road and other safe riding practices a bicyclist should observe, is the second film available. It has been produced by the Aetna Life Affiliated Companies. The new Aetna film is a 16-millimeter sound motion picture with a running time of 10 minutes. It may be secured on loan through local agents or by writing direct to the company's Public Relation Department at Hartford, Conn.

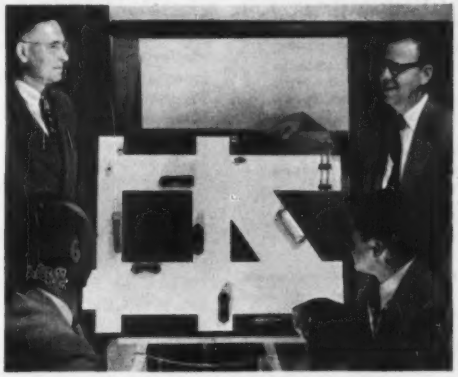
Nashville Tennessean Runs 44-Page Truck Issue

The *Nashville Tennessean* distributed a Sunday supplement of 44 pages in their issue of November 12th devoted to the story of the trucking industry in Tennessee.

Feature stories and news items on accident prevention were sprinkled plentifully throughout the supplement.

Kramer Takes Job With Associated Transport

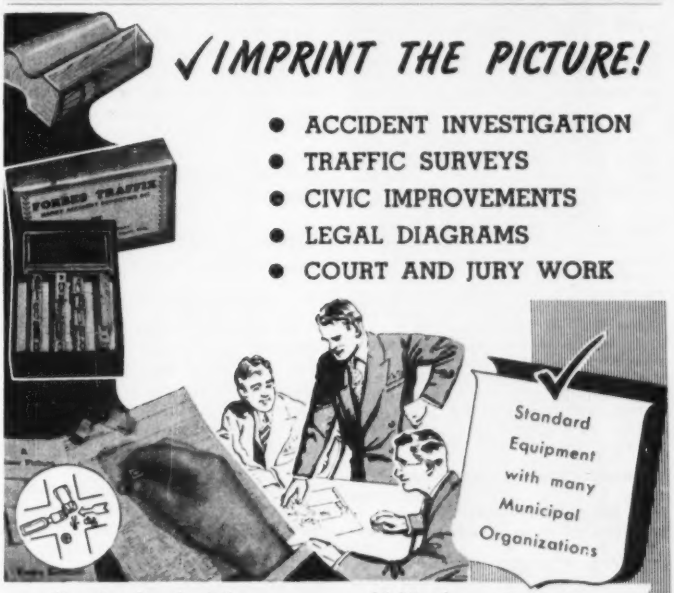
Milton D. Kramer, assistant director of the New York University Center for Safety Education for the past 10 years, resigned to accept appointment as assistant to B. M. Seymour, president of Associated Transport, Inc., New York trucking company.



THE "EYES" HAVE IT . . . .

Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.
The MAGNO SAF-T BOARD is the result of studies by outstanding safety instructors and engineers. Safety directors, traffic managers, driving instructors, insurance agents and adjusters get a clear picture of how accidents occurred visually by reconstruction of conditions.
It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.
Write for our folder. It contains full information.

MAGNO SAF-T BOARD © EMIGSVILLE, PA.



TRADE PUBLICATIONS

There is a wealth of valuable and interesting information in the catalogs and publications listed below. They form splendid additions to your reference library, affording an opportunity to keep abreast of safety equipment. The coupon below will bring FREE to those responsible for the recommendation or purchase of equipment any or all of the catalogs listed.

1. Skid Protection: A series of illustrated pamphlets on various models of electric sanders for tractors, trucks, buses, and automobiles. Units distribute a safety grit before wheels to provide traction and are controlled by a switch on steering post or dash. *Highway Safety Appliances, Inc.*

2. Street Lighting Poles: A 36-page catalog devoted to street lighting poles and engineering data. Five hundred design combinations with simplified specifications tables giving complete data on standard mounting heights, bracket spreads and pole sizes available are included. *Union Metal Mfg. Co.*

3. Motorcycle Equipment: Detailed information on means of increasing police efficiency by utilizing modern motorcycles, "Servi-cars," and sidecars for traffic control and accident prevention. *Harley-Davidson Motor Co.*

4. Twin Parking Meters: Illustrated literature describes twin meter which parks two cars instead of one. Simplifies installation and maintenance. Includes bumper to bumper parking plan. *International Meters, Inc.*

5. Traffic Guides: Literature on new low cost conical traffic barriers which can be set up for less than the cost of ordinary wooden barriers. *Enterprise Sales Corp.*

6. Crossing Gates: Bulletin contains complete information on Model 10 automatic crossing gates tested by fourteen years of service under all weather and light and heavy traffic conditions. Gates suitable for bridge, highway, railway approaches included. *Western Railroad Supply Co.*

7. Radio Communications: Complete information on 2-way radio communications systems for vehicles and fixed stations of police departments, public service companies, cab companies, and others. Equipment designed for specific jobs. *General Electric Co.*

PUBLIC SAFETY DECEMBER, 1950
423 N. Michigan Avenue, Chicago 11, Ill.

Please have sent to me the publications checked.

1	2	3	4	5	6	7
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Address .....
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State .....

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H. Gene Miller Heads NSC Statistical Division

H. Gene Miller has been named director of the National Safety Council's Statistical Division. He succeeds William C. James who resigned to accept a post with the National Office of Vital Statistics as consultant to the Latin-American countries.

Mr. Miller has been on the staff of the division since his discharge from the Army in 1945. He is a graduate of the University of Missouri with a Bachelor of Arts degree in business administration; Master's degree in Statistics. Before the war he was chief of research and planning for the Safety Branch, Corps of Engineers.

Mr. James will be stationed in Santiago, Chile, for a time, after which he will return to Washington, D. C., for indoctrination in the Inter-American Vital Statistics Cooperation Program. He came to the Council from the Portland Cement Association in September, 1942, and was named director of the NSC Statistical Division the following year. While with the Council, Mr. James was a member of the faculty of the Illinois Institute of Technology as instructor in mathematics.

Green Cross News

From Page 19

Newspaper Support

In connection with the recent observance of "Green Cross Day" in San Jose and Santa Clara, Calif., sponsored by the San Jose-Santa Clara Chapter, NSC, the *Mercury-News* of that city devoted its entire editorial page to the work of the Chapter and its various committees. Three safety editorials filled two full columns while the other six columns were filled with seven photographs picturing the work of the Chapter in various fields of safety endeavor. A streamer at the top of the page read "Definite Gains Won by Local Safety Efforts." The display was an impressive presentation, timed for the kick-off in the Chapter's financial campaign.

Magazine Story

In its issue of October 31, the *American Magazine* featured an interesting story entitled "Your Driving Scares," written by Lyman (Red) Daniels, veteran test driver. Daniels, who has driven more than 2,000,000 miles, tells of the crazy things that every-day drivers do as they motor along our streets and highways.

Bicycle Licenses Urged

Portland's Traffic & Transportation Commission recently recommended that the city's 50,000 bicycles be licensed as part of a broad safety program to reduce bicycle accidents and curtail thefts which in 1949 totalled 1,269 bicycles. John Carpenter, chairman of the Commission, has asked that the city draft a counterpart of the "Model Ordinance" used in many cities.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, AND CIRCULATION REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233)

Of PUBLIC SAFETY, published monthly at Chicago, Ill., for Oct. 1, 1950.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher—National Safety Council, Chicago, Ill.
Editor—Frank Davin, Chicago, Ill.
Managing Editor—None.
Business Manager—George E. Burns, Chicago, Ill.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)

National Safety Council, an association: President Ned H. Dearborn, Chicago; Vice Presidents: Guy Noble, Chicago; Dr. D. B. Armstrong, New York; George A. Jacoby, Detroit; Kenneth B. Colman, Seattle; E. W. Kempton, Pittsburgh; Boyd Lewis, New York; Dr. John W. Studebaker, New York; Thomas H. MacDonald, Washington, D. C.; Mrs. George W. Jaqua, Winchester, Ind.; Vice President and Treasurer—O. Gressens, Chicago; Secretary, R. L. Forney, Chicago.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.)

Frank Davin, Editor.

Sworn to and subscribed before me this third day of October, 1950.

Bernadette A. Lanouette,
Notary Public

(My commission expires June 15, 1953.)

"This is the first time I ever liked listening to Crosby!"

says HOPE

HOPE:
For years, I've always stuck cotton in my ears whenever the Old Groaner opened his mouth. But now he's got something that sounds good. Really good. Let's hear it, kid.

CROSBY:
Thank you Mr. Hope. You are kind, very kind. Ladies and gentlemen, this isn't a song. It's just a suggestion. This year, let's *all* give U. S. Savings Bonds for Christmas presents. Tell 'em about those bonds, Chisel Nose.

HOPE:
Gladly. It's all very simple—even Crosby understands how they work. In just ten years, they pay $4 for every $3 they cost. And they're appropriate for *everybody* on your Christmas list—young people, middle-aged people, and people as old as Crosby. Am I right, Bing?

CROSBY:
For once in his life the old Scene-Stealer *is* right. But seriously, folks, nothing makes a more welcome, more sensible present than U. S. Savings Bonds. And you can buy 'em in any bank or post office. So—

HOPE:
So why not give the very finest gift in America—U. S. Savings Bonds!

Give the finest gift of all... U.S. Savings Bonds

Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.

IT'S TIME FOR ACTION!

Traffic death toll for 1950 probably will reach 35,000!

Save lives . . . act now to have all cars officially checked at regular intervals on

WEAVER
Safety Lane equipment

Nearly every day more than 85 people are killed in automobile accidents . . . During the first seven months of 1950 a total of 18,320 lost their lives—and at the present rate traffic fatalities are headed for a new high this year.

Many states and cities are combatting the appalling cost in lives by establishing official vehicle safety inspection stations. Records prove that where vehicles are regularly inspected on Weaver Safety Lane Equipment—the number of traffic accidents is substantially reduced.

Consult Weaver today about establishing a vehicle safety inspection program in your city or state.

● A SAFETY LANE INCLUDES . . .

● A WEAVER DRIVE-OVER WHEEL ALIGNMENT TESTER which makes a true test of wheel alignment—showing side slip of tires in ft. per mile.

● A WEAVER DRIVE-ON-AND-STOP BRAKE TESTER providing a visual and accurate test of braking effort on each wheel.

● A WEAVER HEADLIGHT TESTER which measures candle power and shows high-low and left-right aim of all headlights.

Safety Lanes **ARE MADE ONLY BY THE WEAVER MANUFACTURING COMPANY · SPRINGFIELD, ILLINOIS**

Leaders in Automotive Safety Equipment for Over 25 Years

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